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ESTABLISHED 1867

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HONGKONG, THURSDAY, JUNE 9th, 1921.

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TIME TABLE.

WEEK DAYS.	
7.00 a.m. to 8.00 a.m. every 15 minutes.	
8.00 " " " " " 10 "	
9.30 " " " " " 15 "	
11.30 " " " " " 15 "	
12.30 p.m. " " " " " 15 "	
1.00 p.m. " " " " " 15 "	
5.30 " " " " " 15 "	
6.00 " " " " " 15 "	
6.30 " " " " " 10 "	
NIGHT CARS.	
8.50 p.m., 9.00 p.m., 9.20 p.m.	
9.30 p.m. to 11.30 p.m. every 30 minutes.	
11.45 p.m.	
SATURDAYS.	
Extra Car—12 midnight.	
SUNDAYS.	
7.30 a.m.	
8.00 a.m. to 10.30 a.m. every 15 minutes.	
10.30 " " " " " 10 "	
11.30 " " " " " 15 "	
12.00 noon " " " " " 10 "	
1.00 p.m. " " " " " 15 "	
5.30 " " " " " 15 "	
6.00 " " " " " 15 "	
6.30 " " " " " 10 "	
NIGHT CARS.	
As on Week Days.	

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.
Season and punch tickets available for all cars, not already full, running at the time stated in the Company's time-tables, but not for special cars, can be obtained on application at the Company's Office. No season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Compro Order representing Bank Notes.

KOWLOON-CANTON RAILWAY.

TIME TABLE.

On and after MONDAY, JANUARY 24th, 1921, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS:

Stations		No. 1		No. 2		No. 3		No. 4		No. 5		No. 6		No. 7		No. 8		No. 9		No. 10		No. 11		No. 12		No. 13		No. 14		No. 15		No. 16		No. 17		No. 18		No. 19		No. 20		No. 21		No. 22		No. 23		No. 24		No. 25		No. 26		No. 27		No. 28		No. 29		No. 30		No. 31		No. 32		No. 33		No. 34		No. 35		No. 36		No. 37		No. 38		No. 39		No. 40		No. 41		No. 42		No. 43		No. 44		No. 45		No. 46		No. 47		No. 48		No. 49		No. 50		No. 51		No. 52		No. 53		No. 54		No. 55		No. 56		No. 57		No. 58		No. 59		No. 60		No. 61		No. 62		No. 63		No. 64		No. 65		No. 66		No. 67		No. 68		No. 69		No. 70		No. 71		No. 72		No. 73		No. 74		No. 75		No. 76		No. 77		No. 78		No. 79		No. 80		No. 81		No. 82		No. 83		No. 84		No. 85		No. 86		No. 87		No. 88		No. 89		No. 90		No. 91		No. 92		No. 93		No. 94		No. 95		No. 96		No. 97		No. 98		No. 99		No. 100																																																																																																																																																																																																																																																																																																																																																																																																																																																			
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THE CROWN PRINCE OF JAPAN A HIGHLAND GREETING.

The Japan papers, which have been kept well informed by cable of the movements of the Crown Prince in Great Britain, publish the following account of the visit paid by His Imperial Highness to Scotland.

LONDON, May 22nd

His Imperial Highness, the Crown Prince of Japan, is now in the Highlands. He was received at Perth by the Duke of Atholl and a guard of the Black Watch Regiment, with Highland honours. The party then motored to Blair Castle.

The Crown Prince received a typical Highland welcome on his arrival at Perth. Leaving Perth at 2 o'clock, the royal visitor and his party were met by the Duke of Atholl and then went in procession for over three hours, in eight automobiles over a country abounding in the most magnificent scenery, amid bright sunshine, to the castle of the Duke of Atholl.

The procession stopped several times along the way, at hamlets and towns where all the inhabitants were in the streets to welcome the Imperial Visitor from the East. At every place the piper played a welcome. The Prince, who stood up in his car, briefly replied. Little girls handed bouquets to His Imperial Highness, who was deeply touched by the spontaneous and informal welcome accorded him.

A stately scene awaited the party at the Castle, where all the Highlanders were drawn up at attention. The piper played a welcome and the guns boomed a royal salute. The Crown Prince was welcomed by the Duchess of Atholl at the entrance of the Castle.

There will be no definite formal programme at the home of the Duke of Atholl, as the Crown Prince will have a complete rest over the week-end. The Crown Prince inspected the Highlanders, who formed the guard of honour at Blair Castle. Tea at the castle followed a tour of the magnificent gardens and grounds. The dinner for the house party was a most brilliant affair and the Atholl Pipers played during the evening.

LONDON, MAY 23rd

The Crown Prince is thoroughly enjoying his first experience in the Highlands, and the weather is perfect.

The Prince and Prince Kanin shortly after their arrival at the castle were taken to the river by the Duke of Atholl, where after an hour's fishing each of the Princes landed a fine salmon.

The house party, which numbers twenty-nine, including eight ladies, were present at dinner which was served with the usual Highland state in the great dining hall, where six or seven Scotch pipers were playing, and the hosts of the King and the Crown Prince were given in the Gaelic language.

KIMONO ON THE PIPES.

The rooms assigned for the use of His Imperial Highness, the Crown Prince of Japan in Blair Atholl Castle, are the magnificent state apartments which command a unique view of the surrounding mountains. His bedroom, which is known as the Red Room, is a large bedroom containing priceless antiques and a great four-post bedstead with crimson silk hangings, while his study, which is adjoining, is a room in which Queen Victoria has slept.

The Japanese were greatly impressed by the rendering of the Japanese National Anthem on the bagpipes during dinner, and subsequently by Japanese airs and songs arranged by the Duchess of Atholl. H.I.H. The Crown Prince's last day in Edinburgh was busy one. He was early afoot and visited the historical rooms in Holyrood Palace and the tomb of the Kings of Scotland. He walked in military uniform in King's Park and reviewed thousands of scouts and guides in a picturesque ceremony.

There was a profuse display of Japanese and British flags and thousands of spectators covered the hillside.

The Prince, in a stirring address to the boys, spoke of the great influence of the Scout movement. He hoped it would develop in Japan and successfully help in the preservation of the peace of the world.

The Prince passed through crowded streets and expressed his appreciation of the cordial reception he had received. The royal salute was fired as the train steamed out of the station.

MADRAS MAN'S LUCK.

FINDING A DIAMOND WORTH A LAKE.

The Statesman publishes photographs of the upper and lower facets of a large diamond, recently found in the Bellary district, in Madras Presidency. It is nearly rectangular in shape, being little more than three-quarters of an inch square on the upper and lower facets. Its depth is about three-eighths of an inch. It was found by a "chamar" leather dresser while walking in the fields adjacent to the north side of the pipe of diamondiferous ground at Wajar Kurur mines.

He sold it to the village "sowcar" for two thousand rupees, and the latter brought it to Bangalore and asked forty thousand rupees for it. It is perfectly transparent and colourless. Its upper and lower facets were ground flat and polished on the wheel, and the sides made evenly rectangular, it would yield a good table diamond of sixty carats, valued at about a lakh of rupees. Experts are of opinion that this stone will not stand faceting, as apparently it is not a single crystal or part of a single crystal, but consists of a number of small crystals compressed together when in plastic state.

Most of the large diamonds from Wajar Kurur mine are irregular in shape and show no signs of the octahedron, or its variants (the shape of a single crystal of the diamond). It is, adds a correspondent of The Statesman, from Wajar Kurur mines that some of the great historical diamonds came.

RUBBER VALORISATION. HUGE PLAN TO REHABILITATE MARKET.

From time to time, says the *Financial Times* of April 25th, many tentative schemes have been broached having for their object control of the sale of plantation rubber. Some years ago, when the industry may be said to have experienced its first cold douche, a central selling agency was widely discussed, but never developed beyond the academic stage, possibly because a subsequent recovery in the industry rendered it no longer essential.

A situation has now arisen, however, that urgently calls for concerted action of no hold-and-corner kind to avert what may well develop into a really calamitous state of affairs. Quite excessive stocks of the commodity have accumulated. The consumptive demand for the time being is almost nil. Prices are well below the average cost of production, and supplies continue to arrive to swell the surplus, further depress the market and render a recovery still more remote.

HUGE BUYING CORPORATION.

In the circumstances any constructive measures for dealing with the situation are to be welcomed. The latest appears in the current issue of *The India Rubber World* from a correspondent whose scheme involves the formation of a huge debenture-holding corporation for the purpose of lifting some of the present stock off the market and to go on buying until a certain price is reached, with a guarantee not to sell it below a stipulated figure.

It is proposed that the Rubber Valorisation Corporation, Limited, be formed with a capital of £17,500,000 in £10 shares, together with a Dutch company of similar character. Shares in the corporation would be allotted among rubber planting companies on the basis of one £10 share for each acre of rubber in bearing. The companies could pay for the shares either in cash or by the issue to the corporation of one £10 debenture for each £10 share.

An undertaking would be given by the concern to employ its resources in buying to the extent of its capacity all first-grade plantation rubber offering on the market up to the suggested price of 2s. 6d. and to sell no rubber at a lower price than 2s. 6d. the object being to keep the price pegged between these limits. As regards the corporation's resources, it is pointed out that they would consist of cash subscription for shares, planting company debentures usable as bank collateral for loans, rubber stocks acquired by purchase, and interest on the debentures, and interest on the debentures to defray bank interest and working expenses.

RATED BUYING CAPACITY.

As to the buying capacity of the concern, it is suggested that a method of calculating this might be drawn up by a committee and approved by the banks. Any series of purchases might be made at the rated buying capacity, might be made known periodically, for reasons that are not stated. It would, apparently, be necessary for planting companies to agree to restrict production to a figure substantially below consumption for a time.

The valorisation corporations, both British and Dutch, would under the scheme be allowed to dispose of part of their holdings of rubber before any relaxation of crop restrictions were made, but would continue to hold substantial quantities of rubber available for release above a fixed price. The planting companies would continue to sell their production through present channels.

The foregoing is just a brief outline of the scheme put forward. It is not possible to offer any useful criticism of it on the spur of the moment, but this will be forthcoming later. One of the chief objections to the proposal would seem to be that it would make very large initial profits, not for the producers but for those who hold rubber speculatively.

BIBBY LINE PASSAGE RATES.

AN EXPLANATION OF THE HIGH FARES.

Messrs. Paterson Simons & Co., Ltd., Penang agents for the Bibby Line, write to the *Penang Press* as follows:—We give you herewith extract of a letter from Messrs. Bibby Bros addressed to Messrs. Carson & Co., Ltd., Colombo, which we think will prove of interest.

"The fare to and from Ceylon in 1914 was £242 and now is £278, an increase of 17 per cent. All other passage rates have advanced very much more than this, particularly in the N. & S. Atlantic, but to take a more local case, the U.K. Singapore rate is up over 100 per cent."

"The cost of running steamers has advanced at least 300 per cent. while the present Official Board of Trade figure for the increased cost of living, which entirely falls on the steamers, is 144 per cent."

"The above will show that the steamers carry a very much larger percentage of the increased costs than the passenger, and had as the Ceylon traders' position may be, the present state of the shipping industry is even worse—every ship showing a very heavy loss at the present rates, and any reduction in fares would certainly mean laying up of more ships and the general restriction of facilities."

SEAMEN'S WAGES. AGREED NEW RATES.

New rates of pay for certain sections of the mercantile marine were agreed upon at an adjourned conference of shipowners and all sections of seafarers, held on April 22nd at the Hotel Cecil.

The conference was held further to consider proposals put forward by the Shipping Federation and the Liverpool Shipowners' Association for reductions amongst all ratings. The shipowners suggested a cut of £4 10s. per month for engineers, firemen, and seamen; £3 10s. a month for stewards; and equivalent reductions in overtime rates. When the proposals came before the Board at a previous conference it was suggested by Mr. J. Havelock Wilson, president of the Sailors' and Firemen's Union, that the matter should be allowed to stand over for a month to "enable the union's representatives to investigate conditions, with a view to submitting alternative proposals. At the previous meeting it was stated by the owners, as justification for the proposed wages cuts, that 10 per cent. of British shipping was at that time lying idle; that position had since been greatly accentuated."

After sitting for three and a half hours in private the conference terminated. The following official statement of the proceedings was made at the close:

"The National Maritime Board met today at the Hotel Cecil to resume consideration of the proposals which had been put forward by the shipowners' representatives at the last meeting, held on March 17th, relative to a reduction of standard rates of pay and revision of the existing overtime conditions. Mr. F. C. Allen, vice-chairman of the Shipping Federation, presided. After the minutes had been read, Mr. J. E. Foley, of the Association of Coastwise Masters, Mates, and Engineers, stated that he desired to protest against the proposed discussion on the ground that his constituents were inadequately represented, and he subsequently left the meeting. Other representatives present intimated that they fully represented the interests of the officers in the coastwise trade referred to by Mr. Foley. Mr. J. Colter, of the Cooks' and Stewards' Union, intimated that they declined to be bound by any decision of the meeting, and withdrew, accompanied by the other representatives of his union."

"After a full and prolonged discussion, the Seafarers' representatives agreed to recommend their constituents to endorse the following settlement, which was accepted by the shipowners: (1) That the rates of pay on monthly vessels be reduced by £3 10s. per month in the case of vessels signing articles on or after May 6th, 1921. (2) That the wages on weekly vessels be reduced by 8s. 6d. per week, to take effect from the same date. It was also agreed that the rates of overtime and 'runs' should be revised. This revision was entrusted to the respective panels for settlement within one month. The question of the practicability of framing a scheme for the permanent regulation of seafarers' wages on an agreed basis was referred to a committee of nine representatives from each side on the board, who will commence their deliberations at an early date."

CHINESE GIRLS AT PLAY.

AMAZING DISPLAY AT SHANGHAI.

A thousand Chinese schoolgirls marching out on an athletic field with hands playing and banners fluttering is a sight to make any spectator quiver. To those interested in the advancement of the women of China it was an event of poignant significance, an event almost to be entered in the miracle class, says the *N. C. Daily News* reporting a display given in Hongkew Park last week.

Round and round the field they marched, an effective procession in the Chinese version of the middy blouse and short black skirts. Then, drawn up in Base Ball Drill, they away on land, and went through the rhythmic motions of treading the water-wheel.

AN ASTOUNDING FEAT. In such nimble exercises and then to combine them in a gigantic whole is a considerable undertaking, and when it is realised that the Normal School of Physical Education of the Young Women's Christian Association has been preparing for this exhibition only two months, the marvel is increased.

Most of the competing schools have no special physical director and volunteer leaders, trained by Miss Celia Moyer of the Normal School of Physical Education, have been passing on this coaching to their schools. Special mention should be made of the delegation from the China General Edison Electric Company, the only industrial group represented. Many other such bands could be organized if leaders could be supplied, and it is the hope of the Normal School of Physical Education, under whose auspices the demonstration was given, to extend this recreational work in factories.

THE DIVORCE EPIDEMIC IN GREAT BRITAIN.

The combined attack being made by the judges, headed by the Lord Chancellor, on the undetected divorce list, was prosecuted with redoubled vigour during a recent week, when 600 cases were disposed of. This establishes a record. Altogether 1,261 cases have been despatched out of 1,081 standing at the beginning of the term commenced on May 4th. In addition 200 out of 375 delinquent cases have been decided. A table, which Sir Gordon Hewart has submitted to the House of Commons, shows that 3,041 divorce decrees have been made absolute during 1920, compared with 546 in 1913.

THE HOMEWARD SEASON FROM INDIA.

THE ATTITUDE OF P. & O. COMPANY STEWARDS.

A Bombay message of May 18th states: The P. & O. *Narkunda* sails to-morrow with the biggest number of passengers of any boat this Homeward season. She has no fewer than 600 first-class passengers. The stewards, who have been giving trouble on all the P. & O. ships, threatened a hold up. They marched in a body to the P. & O. officers and demanded the removal of one of the ship's officers, alternatively placing the prospect of a strike before the local Director. They were non-plussed when told that if they wanted to strike they were welcome to do so, as nothing would please the Company and the passengers better than to replace them with Goanese stewards. It is believed that the trouble has now blown over.

The shipping position generally is very unpromising. The Anchor Line has cancelled one outward and one Homeward sailing, and it is an open secret that the P. & O. but for the mail contract, would reduce sailings. It is unlikely that the P. & O. will build more boats of the N. class in these days. They are too expensive to build and too expensive to run. It is reported in connection with the building of one ship at Home that one deck included in the plan is being omitted for the provision of additional cargo space. There is little hope of cheaper passages to the East. The *Loggity*, formerly a hospital ship, and now run between India and Europe by an Indian company, has been lying in Bombay for the last six months. She is unable to get a surveyor's certificate or the Government of India certificate for carrying passengers, and the probabilities point to her having made her last voyage as a passenger-carrying ship. The *Loggity* was the subject of severe criticism at the last meeting of shareholders of the company.

TELEPHONE LANGUAGE.

Professor Emeritus Eliot has lately been lecturing to the ladies of Harvard upon modern manners, and there is one part of his remarks which will be read with general interest, that upon the telephone greeting. He pointed out that the usual opening of a conversation on the telephone with the word "Hello" was, of course, a thing unknown in his youth, but so was the telephone. At once the *New York Times* rushes to the defence of "Hello," and points out that "on the grounds of clearness and force it is preferable to the rather futile 'Are you there?' of the English, as also on the ground of that simplicity and ease which are the essentials of what rhetoricians strangely call 'elegance.'" But we must not be outdone, and in our turn we must remark that "Are you there?" is a hundred times better than the Chinese "Wah" or whatever they shout when they ring up the wrong number. But it is not our fault if we are forced to say "Hello." "Are you there?" or "Wah." Were we endowed with the leisure and ceremoniousness of the Egyptians we might translate their delightful "Said" and chortle to the individual at the other end of the wire something like "Hail" or "Salutation." Only were our next remark to take the form of a query as to the price of bird-seed or dog-biscuit, the effect would be so incongruous that visions of the mental ward might arise.—*N. C. Daily News*.

THE AMERICAN "CHINA TRADE BILL."

The House of Representatives on April 28th passed the China Trade Bill by a vote of 247 to 39. As previously stated in these columns, the bill grants authority for the issuance of Federal charters to American companies in China.

Before the passage of the bill, the House, by a vote of 247 to 39, defeated a motion to recommit the bill to the Judiciary Committee with instructions to report adversely on the section exempting companies so chartered from the payment of corporation and excess profits taxes. All the opposition to the bill was principally based on objection to the tax exemption feature. Proponents of the measure insisted that without such exemption the bill would be of little value, since its purpose is to place American concerns operating in China on an equal footing with British and other foreign corporations there, which are granted such exemptions by their respective governments.—*China Trade*.

YOU ARE JUST AS OLD

as you feel. A pair of correctly fitted glasses is a powerful factor in making you feel young. Efficiency demands that you wear glasses if your eyes are not perfect. Fully fifty per cent. of the people who do not wear glasses should do so. A great many are unaware of the real condition of their eyes until the examination is made. The Hongkong Optical Co., Successors to Clark & Co., Refracting and Manufacturing Opticians, located in 13, Queen's Road Central have the equipment to test your eyes accurately. Testing the sight and fitting glasses is their exclusive business.—*Adv.*

ADVENTURES OF A PIANO. SENT FOR REPAIR AND LET OUT ON HIRE.

The Puisse Judge (Mr. J. R. Wood) was occupied for two hours, yesterday, in an endeavour to resolve into something like harmony a discord between Un Pokwan and a Chinese firm, the Hongkong Music Company, of Wyndham Street, in the matter of a piano.

Put shortly, the plaintiff's case was that he sent a piano to the Hongkong Music Company for repair and could not get it back. He was first told that the repairs were not finished, but, on his next call, the very existence of the piano was denied. He claimed the piano, or \$800 in lieu thereof.

The first submission of the defence was that as the receipt of the piano was acknowledged by Mr. James Lau, the plaintiff should look to him, for the return of the instrument.

The plaintiff, however, showed that the receipt bore the "chop" of the Hongkong Music Company.

The next submission of the defence was that it had been agreed, as the plaintiff could not pay the repair bill of \$80, that the piano should be let out on hire until it had earned the \$80.

To this the plaintiff gave a direct denial, and he put this pose to the defence: "Supposing it were true, what right have you to hire it out at Canton for a whole year at \$15 a month?"

At this stage the Court adjourned for half an hour to enable the defendant to get a copy of an advertisement showing that the Company had changed hands. Failing production of this, His Honour said he would give judgment. When the half hour had elapsed and the defendant had not returned, judgment was given for the plaintiff in the following terms:

Defendants to return the piano to plaintiff in Hongkong, within 14 days; plaintiff to pay \$80 to defendants for the cost of repairs on delivery; the piano to be in such condition as it should have been on due date of contract after repairs; in default of the return of the piano, the amount of damages to be referred to the Court.

Unless the Canton hire has been merciful to the instrument, it seems likely that the defendant's plea, in a fortnight's time, will be what the lawyers call a "non parvum."

THE ERRING APPRENTICE. "AN ORDINARY CHASTISEMENT."

A youth, employed by a Chinese printing establishment at West Point, was charged at the Magistracy, yesterday, with having beaten a small apprentice with a rattan. The defendant said that the boy who was sent to market, was absent from the shop for over an hour. The master considered it was laziness and ordered him (defendant) to give the boy a "good hiding" when he came back. He carried out the order.

Inspector Appleton produced the medical certificate which stated that the boy had a swollen ear and several ugly cane marks on the back. The Inspector said that he tried to get hold of the master of the shop, but he had absconded.

The Magistrate (Mr. Orme) said that, while the doctor certified that the beating was done vigorously, it was not dangerous. Undoubtedly among the lower class Chinese such a beating would be looked upon as an ordinary chastisement of an erring apprentice. In the absence of the master he thought the case was hopeless, as he could not make the defendant responsible.

Inspector Appleton: But he did the beating, your Worship.

The Magistrate: Yes, but he was ordered to do it. We must abide by the custom of the country, I will refer the case to the S.C.A., and remand the defendant until Friday.

A HAWKER WITH A KODAK. CONVICTED UNLAWFUL POSSESSION.

Before Mr. Lindsell, at the Magistracy, yesterday, Inspector Brown of Yauwatt Station charged a marine hawker with the unlawful possession of a Kodak camera, valued at \$30. A Chinese constable said that he saw the defendant getting out of a ricksha. Something under his coat attracted the witness's attention, and he searched him. The defendant said that he bought the camera for \$6.50 on board a French steamer on Tuesday from a Shanghai man who said that he had been a military officer in France. He could not find the man now.

Inspector Brown informed the Court that there were no French mail boats in harbour on Tuesday, and the Magistrate convicted and fined the defendant \$20.

OPIUM OFFENCES. YESTERDAY'S CASES AT THE MAGISTRACY.

In Mr. Orme's Court, yesterday, Sergt. Logan, of Shaukiwan, charged a Chinese with being the keeper of an opium divan at No. 4, Tatchemul, and with unlawful possession of non-Government opium. Five other men were charged with smoking opium on the premises. The first man said that the owner of the divan was absent when the police raided the house. He was merely employed as a cook, and was not responsible. An informer said that he purchased opium from No. 1. The Magistrate imposed a fine of \$50 or 42 days. The other men, who admitted smoking, were fined \$3 each.

A fine of \$30 or 12 days was imposed on another Chinese charged with keeping an opium divan at No. 17, Nullah Lane. Three other men were fined \$3 each for smoking on the premises.

A Chinese, the keeper of a coolie house at No. 14, Tai Wong Street, Wanchai, was charged with unlawful possession of non-Government opium and opium dross, and six other men were charged with smoking on the premises. The Magistrate convicted the first man and fined him \$40, with the alternative of one month's imprisonment. There was a doubt as to whether or not the others were actually smoking at the time of the raid, and the Magistrate discharged them.

Mr. A. E. Hall, solicitor, mentioned a case in which five Chinese were charged with the unlawful possession, at No. 32, Wellington Street, of 80 taels of raw non-Government opium.

The Magistrate: Was the place a divan?

Chief Preventive Officer Watt: No, there were no cooking or smoking gear. The opium was concealed in the false top of a table.

Mr. Hall said that he was not prepared to proceed with the case.

The Magistrate remanded the defendants until to-morrow afternoon.

V.R.C. SWIMMING FETE.

EXCELLENT SPORT LAST NIGHT.

The first swimming fete, of the season organised by the Victoria Recreation Club was held last night and provided an excellent entertainment for a large assembly of members and friends. As usual, the work of organisation was admirably carried out by Mr. R. C. Witchell, the indefatigable hon. secretary of the Club. He had the assistance of Mr. A. A. Alves as time-keeper, and of Master Gunner May, and Mr. W. Logan as judges, but it was apparent that the programme would be carried out more expeditiously if more help were available in the background in getting ready for coming events. A Society tends to leave too much to a few efficient and willing members.

The following are the details of the contests:—

Boys' 2-Lengths Handicap (Open).—1, J. Murphy (37 secs.); 2, A. May, (34 4/5 secs.).

One Length Scratch Race.—Winners of Heats, J. R. Johnstone (12 secs.), D. Lyon (12 2/5 secs.), G. Jack (12 2/5 secs.). Final winner, J. R. Johnstone (11 4/5 secs.); 2, G. Jack (12 secs.).

Girls' 2-Length Handicap.—1, Connet Smith (21 2/5 secs.).

Two Lengths Handicap (Members).—Winners of Heats, G. Jack, E. A. Noronha, and F. M. R. Pereira and D. Lyon (dead heat). The final produced a close contested race, Jack winning by about 6 inches in 28 2/5 secs. from Noronha, 29 4/5 secs.

Ladies' Two Lengths Handicap.—1, Miss Smith (21 2/5 secs.); 2, Miss B. Jennings.

Running Header from Spring Board.—1, G. Jack (105 points); 2, George Hall (97 points).

Mixed Nomination Race.—Miss N. Pile and Mr. Stokes.

SPORT.

GOLF.

CAPTAIN'S CUP COMPETITION AT FANLING.

The competition for the Captain's Cup was played over the Main Course at Fanling during the week-end, June 4th, 5th and 6th. The winner was Mr. A. E. Crapnell, 91-4-82.

RAILWAY CONDITIONS IN SOVIET RUSSIA. AN OFFICIAL REPORT.

The Russian News Agency in the East circulates the following report received by mail from Moscow, and dated May 1st, Russian date, which is May 21st according to the Western calendar:—

The following is the report of the Commissary of Communications, Ershanoff at a Railway Conference, and is a resume of railway conditions in Soviet Russia:

"The net of railroad lines which last year totalled in length 36,000 versts is at present extended to 62,000 versts. The number of locomotives in stock last year was 9,400, while this year we have 19,157. The railroad mileage of each locomotive in working order was 124 versts then, now it is 8 versts. Last year the rolling stock consisted of 292,439 as against 453,132 of the current year. The number of cars in good order was 218,000, while this year it is 850,000.

Comparison of disabled locomotives goes to show considerable improvement in this line. In the matter of cars it is not quite so comforting. The percentage of damaged cars was 18, while now it is 22. However, this is partly due to the fact that the stock of cars has undergone more destruction than locomotives, and because the damaged cars are mostly located on the borderlands, where repair facilities are limited. Yet figures relative to repaired cars show a definite increase. This increase as well as improvement, refers also to locomotives. The total number of locomotives repaired was, in 1920, 5,884 i.e. 47 per cent. above the standard set by the programme of works, which called for 48,420, and the output reached 66,811, that is 18,000 more cars.

Investigation of the repair work showed that in 1920 it was not worse than in 1919 or even 1917. The quantities of freight transported per trip have also increased. The average carload weight increased from 511 to 580 pounds last year. Total freight weight per locomotive increased from 11,500 to 12,000 pounds.

Roadbeds are in a bad state. The total mileage of these located within the confines of war devastated area amounts to 49,000 versts. Of these 1,300 versts of railway tracks were destroyed, also 4,317 artificial structures, and 37 concrete amount of service structure was destroyed or put out of commission. Of these 1,481 artificial structures have been restored completely, 1,500 temporarily, and only 15 remain to be restored; however, these are located on lines of secondary importance. All during the war replacement of cross ties, rails, etc., had been almost impossible, and so in the beginning of 1920, the tracks in many places were in such a state as to render traffic dangerous, so that it was necessary to reduce the speed of the trains in these places. Especially difficult is the state of affairs as regards cross ties. In 1921 it was necessary to replace 13,500,000 out of 87 million, the total number on our road, that is 15 per cent., while only 55,000,000 can be replaced during the current year—a figure entirely inadequate. This brings us face to face with the necessity of selecting from our railway system lines of primary importance and using the cross ties available only for these important lines. We shall have to be reconciled for a while to decreased speed along such lines where the renewal of cross ties is not feasible.

The repair programme of 1921 for locomotives is lagging a bit. The programme for January called for 842 locomotives, but it was possible to turn out only 695. In February the programme called for 843, but the output was only 667, 22 per cent. below programme figures. This was due to damp fuel, the use of which made the repairs more serious, and necessitated the transfer of workmen from medium repair work to current repair work.

Repairs took longer to finish to arrive. In the exploitation of railroads there is great and satisfying improvement. Loading, which in the beginning of 1920 amounted to only 6,000 cars in 24 hours, increased to 10,000 cars, and during the summer months the figures climbed to 14,000 cars. The average loading per verst of 0.2 wagons for January, 1920, increased to 0.3 by January, 1921. And this notwithstanding that loading depends a great deal upon timely delivery of freight and that by shortage of fuel 5,000 versts of railway track had to be closed up, which curtailed the extent of loading considerably. The average car mileage of 21 to 27 versts per 24 hours, and by September it reached 42 versts. That of a locomotive for the same period of time increased from 53 to 80 versts, reaching the former standard, on some lines, of 110 versts. A decrease is noticed just now, the average for January being 72 versts in 24 hours. Still it is one and one-half times greater than it was in January of the preceding year.

Another important condition in transportation activity is telegraph and telephone communication. During the war we were unable to import any appliances, and those in use have been greatly worn out. By the end of 1920 the number of telephone apparatus of the railroads was 28,000; of these 22,000 required major repairs. This gravely affects railroad traffic. To relieve the situation, the Commissary of Communications has in 1920 worked out a plan for the restoration of our entire telephone and 318 telegraph apparatus.

(Continued at foot of next column.)

COMPANY REPORT. NORTH CHINA INSURANCE CO., LTD.

The Report for presentation at the eighteenth ordinary general meeting of shareholders, reads:—

The Directors have pleasure in submitting, for the information of shareholders, the annual audited Statement of the Company's accounts to the 31st December, 1920.

1919 Account.—After payment of the interim dividend of 15 per cent. and the bonus of 20 per cent. to contributors, passed at the last annual meeting, there remains a balance of taels 251,455.83 as per annexed statement, which the directors recommend should be appropriated in the following manner:—

A final dividend of 15 per cent. making 30 per cent. for the year; 210,000 transferred to the re-insurance fund.

And the remainder to be transferred to underwriting reserve account, closing the account for 1919.

1920 Account.—The balance at credit of this account is taels 613,289.21. The directors recommend that an interim dividend of 15 per cent. on the paid-up capital be paid to shareholders, that a bonus of 20 per cent. upon contributory marine premium be paid and that the remainder be carried forward.

Investments.—These have been written down to market price on 31st December, 1920.

QUARTERMASTERS IN TROUBLE.

ON BOARD THE "GLENOGLE."

Two quartermasters from the motor-ship *Glenogle* were charged in H.M. Police Court at Shanghai last week with having broken open one case of cargo on board ship and wilfully thrown the said case overboard; thereby doing damage to the value of \$15, contrary to the Merchant Shipping Act, 1894.

Accused were L. Bodcker and G. Granville and they pleaded not guilty.

Evidence for the prosecution was given by two Chinese watchmen employed on board the ship. The first of these said he saw one of the accused at 4 o'clock in the morning go towards the side of the ship from the hold and throw an empty case overboard. Witness then went to the hold, saw cargo lying in it, and reported the matter to the Chief Officer, afterwards identifying the two accused as the men who had participated. The accused had offered him and the other watchman money if they would tell the Chief Officer, but witness pointed out that it was certain to be found out in the morning and if he did not report it he would be blamed.

The master of the ship, Capt. Simpson, said it was a curious thing that the are light near this hold had gone out about 2.15 a.m. and the deck thereabout was in darkness thereafter.

One of the Chinese witnesses "called to Heaven that if he was not telling the truth he would be drowned in the Whang-poo within three days."

The Chief Officer also gave evidence. Mr. King said it seemed clear from the evidence that both accused were guilty of this offence. The prosecution had not charged them with any more than doing damage and had not charged them with stealing. In that they were lucky because under the Merchant Shipping Act they could have been sent to prison for 3 months with hard labour. They would have to make good the damage. He asked them to try and realise the meaning of conduct of this kind. It was up to Westerners to show they were above that. He read in the papers that in the port of London broaching of cargo was going on all the time. Out here it degraded the foreigner who could not hold his head up while his countrymen did this sort of thing. Accused must turn it over in their minds and see if they were playing the game. He asked them seriously to think whether they were doing any good to themselves. If they repeated this offence they might not be so lucky next time.—*Shanghai Mercury*

Steamship transportation was also greatly impaired during the war. The programme for repairs in this line made provision for an output of 2,650 steamships and 8,798 other vessels at the beginning of the coming season. Food conditions have, however, impeded the progress of the work, and it is impossible to attain to an output of more than 75 per cent. of the programme standard. Organization of river and marine navigation had been deficient for a long time, but last year reorganization of these services was undertaken by the Commissary of Communications. This work is still in progress. Sea navigation reorganization became possible for us only since the clearing of the seas at the end of last year. At present we have in our possession 27 sea ports. They are all in need of dredging, for neither this nor any other constructive work has been done to them for a long time. At present sea navigation is of enormous importance to us, for with the signing of the treaties with England and Turkey, the clearing of the Bosphorus shore, the White Sea, and the Gulf of Finland, the prospects for development of foreign commerce prompt us to focus our attention on this question.

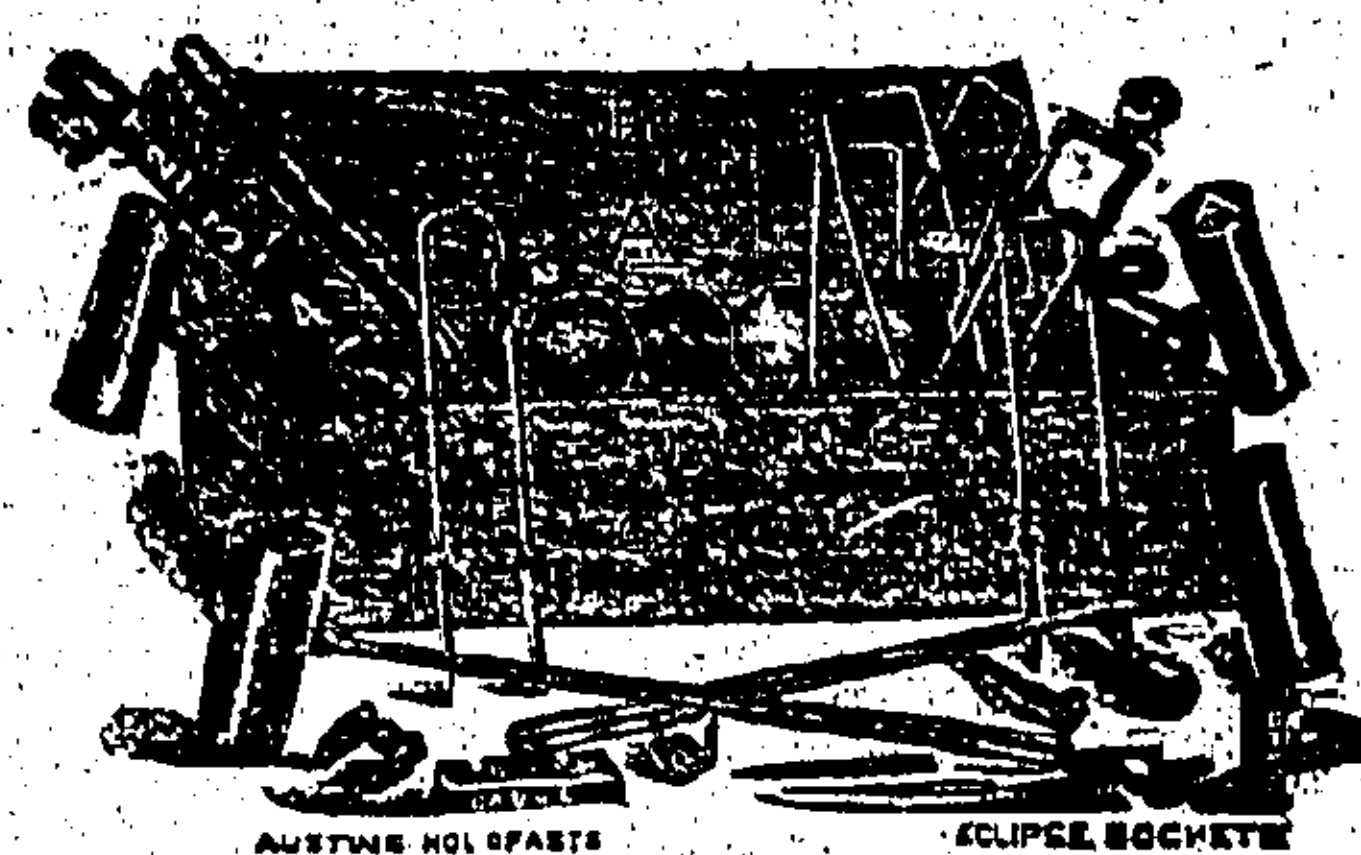
SPORTS DEPARTMENT

NOW IN STOCK.

TAYLOR'S
LAWN BOWLS.

JAQUES
CROQUET SETS.

AGENTS
FOR



SPECIAL
DINGS

MEDICINE BALLS. PUNCHING BAGS.
INDIAN CLUBS. DEVELOPERS.
GRIP DUMBBELLS. SHUTTLE COCKS.

LANE, CRAWFORD & CO.

THE TYPHOON SEASON

IS NOW APPROACHING.

Be forewarned—
by having one of the latest
improved BAROGRAPHS
—and be forearmed.

LANE, CRAWFORD & CO.
HONGKONG.

NEW RECORDS

2905 SWANEE
2906 MYSTERY
2907 PEGGY
2912 TELL ME
3351 MARGIE
3352 BROADWAY ROSE
3353 CHILI BEAN
2952 BELLS OF MONTEREY
2982 IN OLD MANILA
CUBAN MOON

ANDERSON'S
(THE RECORD SHOP.)

"HOTEL DE FRANCE," 23, BOULEVARD ROLLANDES, HANOI.

UNDER New Management. Most Comfortable Rooms with Private Sitting-Room and Bath-Room attached to each room. French Cooking. Several Small Dining-Rooms for Families.

Wm Powell & Co.
TELEPHONE 3146.

BATHING SEASON.

WE ARE NOW SHOWING A LARGE ASSORTMENT OF
GENTLEMEN'S
KNITTED BATHING COSTUMES

IN THE LATEST COLOURINGS
BLUE, BROWN & GREEN HEATHER
ALSO PLAIN NAVY.

\$4.00 PRICES TO \$12.50

HIGH-CLASS
GENTLEMEN'S OUTFITTERS.

NEW ADVERTISEMENTS

ROYAL HONGKONG GOLF CLUB.
THE MAIN COURSE at Fan Ling is CLOSED for play until further notice as the Green Committee have the Greens, etc., to be closed.

J. B. ROSS,
Hon. Secretary. [1038]

KOWLOON-CANTON RAILWAY.
(British Section).

NOTICE IS HEREBY GIVEN that on and from MONDAY, the 13th June, 1921, HUNG HOM STATION will be CLOSED to the Public.

By Order,
H. P. WINSLOW,
Manager.
Kowloon, June 8th, 1921. [1037]



ON HIS MAJESTY'S SERVICE.

TENDERS are invited for the supply of Carpenters, Caulkers, Platers, Plumbers, Painters & Sappers, and Leatherworkers to H.M. Dockyard.

Form of tender can be obtained at the Office of the Chief Constructor, H.M. Dockyard, Hongkong, and should be filled in and returned as indicated in Tender Form, not later than Noon, SATURDAY, the 18th June.

J. J. KING-SALTER,
Chief Constructor.
Hongkong, June 8th, 1921. [1035]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"KIDDERPORE"
Arrived Hongkong, on June 8th, 1921.

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:
From Persian Gulf ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.
Optional Goods will be landed here unless instructions have been given to the contrary six hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to rent.
No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAY and TUESDAY.

All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised.
No Claims will be admitted after the Goods have left the Godown.

MACKINNON, MACKENZIE & CO.,
Agents.
Hongkong, June 8th, 1921. [1039]

BRITISH GROUP OF MANUFACTURERS making competitive lines of Hardware, Paints, Machinery and Plant at their own Technical Staff in China desire to work with them the territory of Hongkong, Kowloon, and Kiangsu. Replies in accordance to Box 1020, c/o Daily Press Office. [1020]

REQUIRED: A First-class Hardware and Machinery SALESMAN with good connection in Hongkong to take sole charge of Sales Office. Reply giving full details of age, experience, salary required, etc., to Box 1031, c/o Daily Press Office. [1021]

NOTICE

UNION INSURANCE SOCIETY OF CANTON, LTD.

CERTIFICATE No. 4773 for 12 old silver shares, Nos. 1487/88 now converted into 60 Gold Shares in this Society standing in the name of Mr. WILLIAM ROBERTS BEACH (Deceased). Late of READING, has been from the date hereof the above document be not forthcoming the same will be deemed cancelled and of no effect, and a Certificate for the 60 Gold Shares will be issued in its stead by the Society.

O. MONTAGUE EDE,
General Manager.
Hongkong, May 24th, 1921. [984]

NOW ON SALE.

DIRECTORY & CHRONICLE
OF
CHINA, JAPAN, STRAITS SETTLEMENTS, INDO-CHINA, PHILIPPINES, Etc.

for 1921

50th ANNUAL EDITION containing 1,000 PAGES 16 M.P. 31

SPECIAL NEW MAP OF HONGKONG AND THE NEW TERRITORIES.

Price ... \$12

Abridged Edition ... \$3

INTIMATIONS

"THE BRITISH LEGION."

A GENERAL MEETING will be held in the CHAIRMAN OF COMMERCE ROOM, CITY HALL, at 5.30 P.M. on MONDAY, the 13th of JUNE, of those who attended the Meeting of Ex-Servicemen on April 21st, 1921, and signified their intention of joining "THE LEGION", and of those who have since joined, to receive the Report of the General Committee appointed at that Meeting.
Hongkong, June 8th, 1921. [1034]

INDO-CHINA STEAM NAVIGATION CO., LTD.

THE FORTIETH ORDINARY GENERAL MEETING of the Company will be held at the Office of the General Manager, Messrs. JARDINE, MATHESON & Co., Ltd., 11th Floor, Street, Hongkong, on WEDNESDAY, 15th JUNE, at 10 A.M., for the purpose of receiving the Report of the Directors, passing the Accounts, and electing Directors and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 29th JUNE, both days inclusive.
By Order of the Board,
JARDINE, MATHESON & Co., Ltd.,
General Managers.
Hongkong, May 29th, 1921. [990]

STRAITS SETTLEMENTS LOAN, 1921.

ISSUE OF \$20,000,000 LOAN.
Bearing interest from the date of purchase at 7 per cent. per annum payable half-yearly on May 1st and November 1st.

REPAYABLE AT PAR ON MAY 1st, 1926.
FREE OF INCOME TAX AND OTHER DUTIES.

PRICE OF ISSUE—100 PER CENT.

Under the authority of the Straits Settlement Loan Ordinance, 1921, the Treasurer of the Straits Settlements is authorised to receive and further notice applications for Straits Settlement Loan 1921 as above.

Bonds will be issued at the option of the applicant either to Bearer or to Registered Holder.

Registered Bonds will be transferable and will be free of transfer duty under the Stamp Ordinance, 1907. Bearer Bonds will be transferable by delivery.

Holders of Bearer Bonds will be allowed to exchange them for Bonds to Registered Holder and Registered Holder will be allowed to exchange their Bonds for Bearer Bonds. Bonds, whether registered or bearer, may be exchanged for the equivalent in face value of Bonds of the same kind of higher or lower denomination.

A fee will be charged of 25 cents for each registered, and of ten cents for each bearer, Bond exchanged or applied for.

All Bonds and the interest thereon will be exempt from all duties other than estate duty and from all taxes levied or hereafter to be levied in the Colony.

Bonds will be accepted at par in payment of Death Duties due to the Government of the Straits Settlements, provided that it is established to the satisfaction of the Commissioner of Stamp that the Bonds have been in the possession of the deceased from the date of issue or for a period of six months previous to his death. Interest accrued on the Bonds to the date of such payment will be allowed.

The issue is an investment authorised by the Trustees Ordinance, 1914, and Trustees may invest therein notwithstanding that the price may at the time of investment be above or below the redemption value of par.

The Principal and Interest of the Bonds are charged upon and payable out of the general revenues and assets of the Colony.

The Bonds will be issued in denomination of \$100, \$500, \$1,000, \$5,000, and \$10,000 and will bear interest at 7 per cent. annum payable half-yearly by bearer coupons attached to the Bonds, the first coupon on each Bond representing interest to the next half-yearly interest day from the date upon which payment for the Bond is made.

Applications for Bonds must be accompanied by payment of the full amount payable in respect of the Bonds applied for, and may be delivered to any branch in the Malay Peninsula of Chartered Bank, the Hongkong and Shanghai Banking Corporation, or the Mercantile Bank of India, Limited, on or after May 2nd, 1921.

Federated Malay States War Loan Bonds will be accepted at Par in payment of Subscription.

Application forms should not be sent direct to the Treasurer nor should cheques be made payable to him.

In all cases in which it is requested that the Bonds be forwarded by post, the Bonds will be despatched by Registered Post at the risk of the applicant, who must himself effect any insurance that may be desired.

In the first instance a provisional receipt, exchangeable in due course for the definite Bonds, will be issued in respect of each application. Sale of Bonds over the counter will commence when the Bonds are available.

Applications should be made upon the printed Application Forms which may be obtained, together with further copies of this Prospectus, at any branch of the above-mentioned Bank or at any Treasury or Money Order Office in the Straits Settlements, or the Federated Malay States.

EDWY L. TALMA,
Acting Treasurer, B.S.
Singapore, April 26th, 1921. [927]

JAPANESE

NEW COMMEMORATIVE

STAMPS.

20th anniversary of

Postal System.

11 SENS AND 3 SENS

PICTORIAL.

at 10 cents per set of 2 Stamps.

GRACA & CO.

Dealers in Postage Stamps, Philatelic Goods

Post Cards, Toys, etc.

No. 10, WYNDHAM STREET, HONGKONG.

P.O. Box 620. [68]

NOTICES TO CONSIGNEES

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "KWAISANG"

having arrived from the above ports, Consignees of Goods are hereby informed that all Goods are being landed at their risk into the Godowns at Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

Goods not cleared by the 13th June will be subject to rent.
All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.
Hongkong, June 8th, 1921. [1032]

S.S. "PAUL LECAT"

COMPAGNIE DES MESSEGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MARSEILLE are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed, and stored at their risk, into the Godowns at Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained immediately by landing.

Optional Cargo will be landed on unless intimation is received from the Consignee before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter. Goods remaining unclaimed after the 15th June, or they will be subject to rent and landing charges.

All claims must be sent in to us on or before the 15th June, or they will not be recognised. All damaged packages will be examined by Messrs. GODDARD & DOUGLAS, on SATURDAY, the 11th June, at 10 A.M.

No Fire Insurance has been effected.
R. BODENFUSER,
Acting Agent.
Hongkong, June 1th, 1921. [1025]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "FOOKSANG"

having arrived from the above ports, Consignees of Goods are hereby informed that all Goods are being landed at their risk into the Godowns at Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

Goods not cleared by the 9th June, will be subject to rent.
All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.
Hongkong, June 4th, 1921. [1023]

SEAMEN'S INSTITUTE

21, PRAYA EAST, HONGKONG.

FOR the use of all Men of the Mercantile Marine and R.M. Navy.
Reading and Writing Rooms, Billiard Room, Officers' Room, C.P.O.'s Room, Restaurant, Mess Room, Church.
Private Cabins and beds in Dormitories.
Motor Launch "Daywing".

PREPAID "WANTED" ADVERTISEMENTS.

Letters are lying at this Office for
Bones CK, KI, LM, LN, LR, LU, LW, MA, 50.

WANTED—A FURNISHED FLAT or SMALL HOUSE, from the Middle of October 1921, for 6 months. Reply Box MB, c/o Daily Press Office. [78]

WANTED—FURNISHED FLAT without Board by Young Married Couple without Children by 1st July next. Apply Post Office Box 237. [79]

WANTED:

ENGINEERING MACHINERY and **HARDWARE ASSISTANT** (Chinese) for export Agency. Must be good Salesman. Permanent position. Good prospects for energetic man.
Apply giving Age, full particulars of Experience and Salary expected to
Box No. 1035,
Care of Daily Press Office. [1036]

TO LET FURNISHED

FROM June 24th to October 4th. No. 22, PEAK.
Apply—
G. M. HARTSON,
Hotel Mansions. [1031]

INTIMATION

IDEAL BEVERAGES

Watson's DRY GINGER ALE

Its dryness and aroma are features which give this drink the popularity it deserves.

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BIRTH

HABECOST.—At Shanghai, on June 2nd, to Mr. and Mrs. ALEXANDER HABECOST, a daughter.

Hongkong Office: 10A, Des Voeux Rd., C. London Office: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 9TH, 1921.

CONSTITUTIONAL REFORM.

We have it today in the cables that a report sent home some few months ago by H.E. THE GOVERNOR on the question of a more popular form of government for Hongkong was "carefully considered by the Government" and that the conclusion was reached that at present no change is necessary.

Obviously there is need for some explanation of this, as it was generally understood that His Excellency sympathised with one of the main principles advocated by the Constitutional Reform Association. It was added by the Under-Secretary of State for the Colonies that "the Governor will doubtless raise the question again when a change is desirable." This implies that the issue is practically in the discretion of the Governor, but it, as we have been led to infer, His Excellency's advice has been ignored on this occasion.

The community might have to wait till tomorrow for a Governor of the Colony to raise the question again of his own volition. It is the people, and not the Government, who raise questions of this character. A public meeting decided a few weeks ago that the question should be submitted almost immediately by public petition to the House of Commons. The petition is being drafted and will shortly be circulated for public signature. What sort of a case for, or against, a more popular form of government was presented in the dispatch sent home by the Governor the Hon. Mr. POTTER, in the Legislative Council Chamber, has twice asked for the publication of the dispatches, and the request has been peremptorily refused.

on the ground that the correspondence between the Government and the Secretary of State is confidential. It is a procedure which stands self-condemned, and we venture to believe that when the appeal from the community is made over the heads of the departmental officials direct to the members of the House of Commons there will be found among them many who will recognise that the time is already fully ripe for the modest reforms in the constitution of the Colony that the community, through the Constitutional Reform Association has been persistently striving to obtain.

The news that the administration established at Vladivostok for the government of the Russian Maritime Province has been overthrown by "the troops of General KAPPEL," as the telegrams have it, is rather perplexing, but affords plain evidence that the situation in Eastern Siberia is not so stable as reports have recently led the world to believe. Reports from Russian republican sources represent the coup as the machiavellian work of the Japanese, with SEMINOFF as their instrument, but later news shows that SEMINOFF, who has been at Port Arthur, was advised by the new Government to keep away "as the situation renders his presence in Vladivostok undesirable." In spite of the advice, SEMINOFF is reported to have arrived in Vladivostok. All that we know of the new Government is that it is "anti-communist." General KAPPEL died two years ago when his army retreated from Siberia. The greater part of his army, it is stated, returned to Soviet Russia, "where they were not punished, but were encouraged to become peaceful citizens, which most of them did, and remain so." A very small section of these troops remain in the Maritime Province, and for the most part they are described as opposed to SEMINOFF who is accused of the grossest crimes a military leader can commit. The Japanese are accused by the Russian communists or republicans of breaking their agreement, made a year ago, whereby they undertook not to permit the presence of any Russian armed force in the Maritime Province, except the police. We do not know the Japanese answer to this. Recent telegrams from Vladivostok have told of considerable activity on their part in disarming militia, which would seem to be an effort to live up to the letter and spirit of the agreement, but more recent news from Russian sources interprets this as but a device to facilitate the coup by "reactionary troops." It is at all events not yet clear how the Japanese Commander of the very large expeditionary force in Siberia came to permit the overthrow of the administration by a Russian armed force, and it is impossible for the outsider to estimate the significance of the move. It would appear to be a serious menace to the Far Eastern Republic, whose headquarters are at Chita, and with whom some of the Foreign Powers have recently been entering into tentative negotiations for trade agreements. Events must be allowed a little time to shape themselves before it will be possible to get any clear idea of what the coup imports, beyond the fact that the Russians have not yet agreed to "bury the hatchet" and to recognise the Governments which the disciples of the New Russia movement have succeeded in setting up in Siberia. Clearly in face of these developments there is no likelihood of an early evacuation of Siberia by the Japanese army.

Mr. H. G. Parlett, Second Secretary to the British Embassy in Tokyo, figured in the Birthday Honours List as the recipient of a C.M.G.

Mr. Jorge R. d'Oliveira, late Consul-General for Portugal in Shanghai, has been transferred to the Portuguese Legation in Bern, Switzerland, at the expiration of his leave of absence.

Chinese washermen have gone on strike at Shanghai for higher pay. It is believed that a general strike of both skilled and unskilled labourers has been planned. The house carpenters "dressed tools" last week and the masons have threatened direct action.

Charged at the Magistracy yesterday with selling small fish in West Point without a hawker's licence, a Chinese girl said that she bought the fish for her own consumption. On the way home, she met a friend who asked her to spare a cent's worth. She obliged. The Magistrate (Mr. Orme) imposed a fine of \$3.

Within recent months two large financial concerns, carrying on the duty of trust and similar operations, have been formed in China, one with a capital of \$3,000,000 and the other with \$10,000,000. A third company, named the National Trust Co. of China, Ltd., is now in process of formation at Shanghai.

A Chinese pleaded "guilty" at the Magistracy, yesterday, to being in unlawful possession of dynamite, but said that he did not know that a permit was necessary to possess the explosive. The dynamite was evidently intended for taking fish. The defendant had a net with him. Mr. Orme imposed a fine of \$50 or one month's imprisonment.

Local representatives of the Chinese Navy, says a Shanghai contemporary, are much perturbed about the state of their finances. The treasury is empty and all efforts to move Peking into a compassionate remittance have failed. Another effort is being made to touch the Ministry of Marine for a few dollars before the Dragon Boat festival. The arrears of pay are said to be very extensive.

Dutch East Indian planting companies, other than rubber, have according to a telegram from the Hague, declared dividends as follows:—The Rotterdam Cultuur Maatschappij 40 per cent., Gayam Cultuur Maatschappij 80 per cent., and the Cultuur Maatschappij's Gending and Maron each 60 per cent. On the other hand, a Medan wire states that the Amalgamated Rubber Co. has cut all its assistants' salaries down 100 guilders per month, and has also dismissed three of them. During the first four months of this year the Company dispensed with the services of 10,000 coolies.

The opening of the season of the Russian Light Opera Company in Hongkong has to be postponed owing to unforeseen circumstances. Although a portion of the Company arrived yesterday by the *Montague*, the remainder, including the *premieres*, have remained in Shanghai by desire of the Russian Consul in order to give performances at a Fancy Fair arranged on behalf of the refugees who are arriving in that port owing to the renewed political troubles in Vladivostok. Early telegraphic advice is expected of the departure of these artists for Hongkong.

An unsolved river mystery, a Shanghai contemporary says, is recalled by the presence in Shanghai of Mr. Moors, of the Russo-Asiatic Bank, who is on his way to Hongkong. It will be remembered that Mr. Moors' little daughter, about three years of age, disappeared from the cabin of a river steamer on which she was travelling to Hankow with her parents. The child's disappearance was discovered in the early morning, a few hours after the vessel had put off from Chinkiang, and despite the most searching inquiries, no trace of her has been discovered from that day to this. We (*Daily Press*) learn that Mr. Moors is succeeding Mr. Lambelet, sub-manager of the Bank who is being transferred to Yokohama.

THE PROPERTY MARKET IN HONGKONG.

We learn that eight houses in Broadwood Terrace and three in Broadwood Road, overlooking the Racecourse, have been sold by the Hongkong Land Investment Co., Ltd., to a Chinese syndicate. The purchase price is stated to be in the neighbourhood of \$200,000. The tenants have received notices to quit, but this does not necessarily mean that they are to be "turned out of house and home" or even that rents are to be increased. Such notices usually accompany changes of ownership, and are a prelude of a new contract between landlord and tenant.

Negotiations are proceeding between the Union Insurance Society of Canton and the Hongkong Hotel, Ltd., for the purchase by the Insurance Society of Hotel Mansions. On enquiry, yesterday, Mr. Montague Ede informed a representative of the *Hongkong Daily Press* that negotiations have not yet been concluded.

It is understood that the Insurance Society is seeking more office accommodation.

In the House of Commons, on May 12th, Mr. Chamberlain announced the increase of Commons' salary, to take the form of exemption from income tax on their salaries, and a free ticket between London and their constituencies.

IRISH PROSPECTS: TWO DISTINCT MOVEMENTS. MINERS' STRIKE: OWNERS' GENEROUS CONCESSIONS.

FRENCH NAVAL PROGRAMME: ESTIMATE OF EXPENDITURE.

LATEST CABLES. (THROUGH ROUTE'S AGENT.) SINN FEIN OUTRAGE. CUTTING TELEGRAPH AND TELEPHONE WIRES.

LONDON, June 8th.
A systematic campaign of telegraph and telephone wire-cutting was carried out at midnight in the Uxbridge and Hounslow districts of Middlesex by six armed Sinn Feiners, who travelled in a motor lorry and who, after seriously damaging thirty wires, drove rapidly away towards London.

A man whom the Sinn Feiners held up with revolvers informed the police, who are searching for the perpetrators of the outrage.

Similar outrages took place in Liverpool district at midnight. The police intercepted the wire-cutters at Gateacre, and shots were fired on both sides. It is reported that the wire-cutters have been surrounded in a wood.

A large number of telephone and telegraph wires were cut in several places round London, including many telegraph and signal wires on the Great Western and the South Eastern and Chatham Railways.

NEW IRISH PARLIAMENT. WHAT DOMINION PREMIERS WILL SEE AT ROYAL OPENING.

LONDON, June 8th.
The opening of the Ulster Parliament is hailed as a beginning of a new era in Ireland. Its establishment is recognised as a long and irrefragable step in the right direction, though the event is apt to be overshadowed, owing to the black state of affairs in other parts of Ireland.

The opinion is expressed that the Dominion Premiers, who will attend the royal opening on June 22nd, will see and will be able to inform their peoples, many of whom have been misled and deceived, that there are two Irelands, one of which abhors the violence and outrage under which the other lies prone and helpless.

The partition is everywhere regarded as a distasteful, temporary expedient. The hope is expressed that the Southerners will abandon their antagonistic attitude towards the Southern Parliament and work for a united Ireland.

ULSTER'S CABINET.

LONDON, June 7th.
In brilliant weather the opening of the Northern Parliament took place in Belfast City Hall, whose entrance was strongly guarded by the police and military.

The Viceroy, Lord Fitz Alan, replying to an address by the City Corporation, earnestly hoped that the hour of peace and goodwill had arrived, which would be the forerunner of happiness and prosperity for Ireland. He was then escorted to the Council Chamber, where all the Unionist Members were present, but the Sinn Feiners and Nationalists were absent.

Major Hugh O'Neill was unanimously elected Speaker. The Members then took the oath and Sir James Craig announced the Cabinet, namely:—Sir Dawson Bates, Home Secretary; Mr. H. M. Pollock, Finance; Lord Londonderry, Education; Mr. J. M. Andrews, Labour; and Mr. E. M. Archdale, Agriculture.

Mr. James Craig, at a subsequent luncheon, announced that H.M. the King would open the Parliament on June 22nd. It was expected that Overseas Premiers would attend.

BLOODSHED IN THE SOUTH.

LONDON, June 7th.
An encircling movement by the military, supported by aeroplanes, at Mill Street, County Cork, ended in a battle, in which three of the Republican Army were killed and twelve wounded. One hundred fully equipped men were captured. The casualties of the Crown Forces were slight. The operations continue.

LATEST CABLES. LABOUR CIRCULAR. TO FORTY GOVERNMENTS.

LONDON, June 8th.
The International Labour Office has circulated forty Governments, including China, drawing attention to their obligations under the Washington Labour Conference.

TREATY OF "AMITY" AND COMMERCE.

MEXICAN ASSURANCES TO UNITED STATES.

WASHINGTON, June 8th.
The Government proposed a treaty of "amity and commerce" to Mexico, with a fundamental clause safeguarding American rights and property against confiscation.

It is declared that definite written assurances have been received from Mexico as regards the latter.

WASHINGTON, June 8th.
The proposed treaty with Mexico was presented to the Mexican President on May 27th. Its signature is automatically the result of the recognition of the Mexican Government.

MR. LLOYD GEORGE.

LONDON, June 8th.
The Premier is still in the country. The state of his health does not occasion anxiety, but he is unable to return to Downing Street this week.

EARLIER CABLES. TENNIS CHAMPIONSHIP.

SHIMIDZU GOING STRONG.

LONDON, June 7th.
Chief interest in the opening rounds of the Kent Tennis Championships, at Beckenham, yesterday, was the appearance of Shimidzu, who, in the first round, beat Uber 6/0, 6/4, and in the second round beat Johnstone, 6/1, 6/0. His forward play is considered as effective as ever, and his backhand has apparently considerably strengthened.

In the second round Botsford beat Wu 6/1, 6/3, and in the Doubles (first round) the South African Mr. Wheatley and Major Hartwell beat Wu and Martin 6/1, 6/1.

Shimidzu partners C. P. Dixon against Deane and Jacob in the Doubles Championship at Wimbledon.

THE SILESIAN IMBROGLIO. PAN-GERMANISTIC MENACE.

PARIS, June 3rd (delayed).
According to *L'Ouvrier* the Allied Supreme Council is to meet in a few days at Boulogne, probably between the 10th and 15th instant. The Pan-German agitation for entering to Germany parts of Austria is a matter of serious concern for the Little Entente Powers. The Prague paper, *Osas*, says that Czechoslovakia, Yugoslavia and Roumania have agreed on joint action in case such propaganda continues.—Havas.

BROADWAY REVOLVER FIGHT.

DARING ATTEMPT AT ROBBERY.

NEW YORK, June 7th.
A masked man and a woman attempted to rob a Sixth Avenue diamond merchant named Morrisapo last night. They were arrested after a revolver fight with the police in crowded Broadway.

COTTON WAGES DISPUTE. A CONFERENCE TO BE HELD.

LONDON, June 7th.
Dr. Macnamara conferred with the Lancashire cotton operatives to-day. He meets the employers to-morrow. It is expected there will be a conference of both parties in Manchester on June 13th.

THE INDUSTRIES BILL. SECOND READING IN HOUSE OF COMMONS.

LONDON, June 7th.
In the House of Commons, despite considerable opposition in the course of the debate, the preliminary bill safeguarding Industries Bill, was read a second time by a substantial majority.

COTTON GROWING WITHIN THE EMPIRE.

MR. CHURCHILL DEFINES POSI- TION IN EGYPT.

LONDON, June 7th.
Mr. Churchill, speaking at a meeting of the British Cotton Growing Association in Manchester, declared that despite steady progress the Empire still had only one-fortieth of the cotton needed to keep the hungry mills fully active. A formidable fact now was that America was consuming her own cotton crop. He advocated the location of development supplies within the Empire and deplored the neglect to develop our tropical possessions for the past twenty years. He urged the application of scientific apparatus as a remunerative investment and also the development of inter-Imperial trade both in our tropical dependencies and the Dominions. The British Government was devoting a million pounds sterling to encourage cotton growing within the Empire.

Referring to Palestine and Mesopotamia, Mr. Churchill said he grudged the enormous military expenditure entailed but hoped to show a speedy reduction, but we were determined to honour our obligations.

Mr. Churchill dwelt on Egypt's cotton-growing importance, but stated that affairs there were hampered by political instability, which he hoped would soon be terminated. Their relations with Egypt must undergo a change; we must do all in our power to secure an honourable status for the Egyptian people, but our work in Egypt was not finished. He did not think the time had yet come for the British armies to withdraw. The mobs at Cairo and Alexandria had made short work of the European and foreign population and the great constructive toll of forty years of British administration.

IMPERIAL AIR COMPANY. COMPREHENSIVE TASMANIAN PROPOSAL.

LONDON, June 7th.
The Tasmanian Agent-General has submitted for discussion by the Imperial Cabinet a proposal that an Imperial Air Company be formed, with a capital of £1,500,000 to take over airships, material and plant which the British Government would be willing to hand over. He suggests that the Company immediately issue £750,000; India, Australia, and South Africa each taking up £100,000; New Zealand £25,000; the Malay States £20,000; and the general public £275,000. He calculates that the value of Great Britain's contribution in airships would be £375,000. If Egypt desires to join, the amounts can be adjusted to provide for her inclusion. The control of the company should be vested in a dozen directors, seven of which would be nominees of Governments. Butler understands that Major General Sir Frederick Sykes will address the Imperial Conference on the question of the establishment of the Company.

CARPENTIER-DEMPSEY FIGHT ELABORATE TRAINING ON BOTH SIDES.

NEW YORK, June 7th.
An army of international journalists has assembled and is reporting the training of Dempsey and Carpentier. The latter is hedged with a portentous secrecy in a sylvan retreat, at Manhasset, surrounded by high walls. He relaxes the restrictions thrice weekly, when a group of favoured journalists are admitted for a short talk.

Dempsey is training with the utmost publicity in a gymnasium at Atlantic City, designed as an open air theatre, which is daily crowded, fifty per cent. being women, with whom the champion is enormously popular. He spars with pneumatic gloves, and his partners are wearing aluminium headguards as protection from the much advertised terrible punch. Dempsey states that it is his intention to adopt tactics like the Wildcat fight, and go after Carpentier from the start.

Carpentier is confident of knocking out Dempsey in the fourth round. Both agree that the fight is not likely to last longer. Dempsey has re-opened an old cut over the eye whilst sparring, and is compelled to cease practice for some days.

FAR EASTERN CABLE NEWS.

HONGKONG'S CONSTITUTIONAL REFORM.

STATEMENT IN THE COMMONS.

LONDON, June 7th.
In the House of Commons, questioned as regards a more popular form of Government for Hongkong, Mr. Maclean Wood declared that the Governor had carefully considered H.E. the Governor's report and concluded that no change was at present necessary, but the Governor would doubtless raise the question again, when a change was desirable.

MINING DEVELOPMENT PROBLEM IN CHINA.

LONDON, June 8th.
The *Times* Peking correspondent, referring to the Society of Arts' recent offer of a prize for a paper on the mineral resources of China, points out that this subject has already been exhaustively treated, and says that what is really wanted is a discussion on the development of the mineral resources of China. The Bureau of Mines, in Peking, does nothing for mining, except draft stragglary regulations. Mining development in China, as far as foreign engineers are concerned, remains at its starting point of 1903.

ANGLO-JAPANESE ALLIANCE.

LONDON, June 7th.
In the House of Commons, replying to Mr. Neil Maclean, who repeated his question with regard to the Anglo-Japanese Treaty, Mr. Chamberlain said that he had nothing to add to his previous reply. He pointed out that Korea was annexed by Japan under the Treaty between Japan and Korea in 1910, and that the independence and territorial integrity of Korea was not mentioned in the present Anglo-Japanese agreement. The treaty would undoubtedly be consistent with our obligations to the League of Nations, and he reiterated that the Government would come to no decision until it had consulted the Dominions' Prime Ministers, as the Dominions were greatly interested in the matter and the Government was anxious to have the advantage of their advice before coming to a decision. The Government would make an announcement in the House of Commons as soon as it could, and no doubt the Commons would be able to discuss the matter if they wished.

CHINA AND ARMAMENTS.

LONDON, June 7th.
Replying to the League of Nations' recommendation to limit expenditure on armaments, Mr. Wellington Koo, in a Note to the Secretary-General, declares that China is in complete sympathy with the spirit of the recommendation and has decided to give its support to it.

JAPANESE CROWN PRINCE IN FRANCE.

PARIS, June 3rd (delayed).
Public opinion has greatly appreciated the Japanese Crown Prince personally laying a magnificent wreath on the grave of the Unknown French Soldier. The Prince is giving a dinner in honour of the Ambassadors of the Allied powers.—Havas.

BYE-ELECTION RESULT. COALITIONIST DEFEATED.

LONDON, June 7th.
The bye-election at St. George's, Westminster, resulted as follows:—
Mr. Erskine (Conservative Anti-Waste) 7,244
Sir Charles Jessel (Coalition) 5,358
The election was accompanied by Mr. Walter Long being raised to the peerage.

DE CONTROL OF AGRICULTURE. GOVERNMENT'S ECONOMIC MOVE.

LONDON, June 7th.
As a measure of economy the Government has decided to de-control agriculture, thereby abolishing the guaranteed prices of wheat and oats after the next harvest, and also the Agricultural Wages Board.

CRICKET. COUNTY CHAMPIONSHIP.

LONDON, June 7th.
Hampshire beat Somerset by eight wickets.
Sussex beat Essex by an innings and 39 runs.
Lancashire beat Leicester by 204 runs.
Sussex beat North by five wickets.

GERMAN INDUSTRY. A COMPREHENSIVE REPORT.

The ablest report on German industrial conditions, which has yet reached us is that published by the British Department of Overseas Trade. This describes the industrial and economic situation in Germany in December last, but as a matter of fact gives a concise and clearly written description of the conditions during 1930. It has been compiled by Mr. J. W. F. Tholwall, Commercial Secretary to H.M. Embassy, Berlin, assisted by Mr. C. J. Kavanagh, Commercial Secretary in the Occupied Territories.

This report is in line with a series for which the Department of Overseas Trade has now made itself responsible, and after a study of this particular one it must be admitted that they are absolutely essential to the business man, and in China as much as any place else. The Stationery Office publishes this booklet at ninepence, and it is to be doubted whether for so small a sum of money, the same amount of information can be obtained elsewhere.

It is impossible here to give a summary of the contents, but a few indications may afford some clue to the wide nature of the information given. For instance, attention is drawn to one feature of Germany's industrial activity in the direction of combines within the country and co-operation with foreign groups. The latter include the oil and margarine industry in conjunction with the Dutch; electrical, textile and shipping operations with the Americans; rubber with the British; and ores with the French. This is being done with the intention of facilitating exports and finding a field for resulting manufactures.

German trade and industry are sound enough in themselves, the report states, but government finance is in a chaotic state. The report deals with all the principal industries in detail, and at the conclusion there is a valuable series of notes on the great financial and industrial combines. We have heard about the Stinnes and other groups, and these are here particularized.

THE GREAT PEARL MYSTERY. TITLED PARS LADY'S ALLEGED MISFORTUNE.

Those pearl experts in Bombay who have assured the public that they can infallibly distinguish between naturally produced and cultured pearls received a rude shock when they were confronted with a necklace which a titled Parsi lady purchased just before the pearl panic began for nearly four lakhs of rupees.

The experts identified one pearl, the largest in the necklace, as a cultured pearl, but were unable to say with certainty whether the remainder were cultured or otherwise. The owner of the necklace went to England on May 14th. She has taken the necklace away with her with the intention of obtaining the opinion of London experts.

HOW THE SCARE STARTED.
The London *Star* says that certain London jewellers and dealers in gems have been defrauded of thousands of pounds sterling by means of Japanese "faked" pearls, which it is impossible to differentiate from natural Oriental pearls without breaking them. The "faked" pearls are produced in a similar manner to the Japanese cultured pearl, except that the mother-of-pearl shell is placed in a swift motor-car, the oyster's flesh, instead of merely in the shell, and is allowed to remain there for several weeks until it has been covered entirely. There is then a pearl film, instead of only one side, as in the cultured pearl. The *Star* adds that a deputation of jewellers has asked the Board of Trade to prohibit the importation of all pearls until a test has been discovered for the detection of "faked" pearls.

EX-CROWN PRINCE OUT- WITTED.

NARROW ESCAPE FROM DEATH.

The German ex-Crown Prince had a very narrow escape from being killed through a stratagem of French photographers gathered at Doorn for the funeral of the ex-Empress. He refused to be photographed, and took every precaution to avoid this, finally quitting the scene in a swift motor-car. He was followed by a short column of photographers, and a short chase followed the vehicle in the middle of the road, while they climbed a tree and waited patiently for their subject. Presently the ex-Crown Prince's car came along at about sixty miles an hour, but, thanks to the great presence of mind of his chauffeur, the collision was avoided and the car stopped after demolishing a small tree.

Emerging furiously from the auto, and saying the Frenchman on the tree, the ex-Kaiser's son brandished his cane at them with many threats and menaces. The outburst, however, failed in its intended purpose, as the Frenchmen continued actually turning the handle, at the same time turning with interest the flow of highly-seasoned Prussian invectives. The ex-Crown Prince could stand no more of it, and drove away at a boiling rage; but once again he had shown himself to be a bad loser, as after he had returned to Doorn, he had the camera of the French photographers confiscated by the Dutch police.—*Exchange Telegraph Company.*

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knows all that there is to be known about food values and stimulant values. There is the centre (probably the world centre) of cultured scientific study of how to keep life alive and how to keep life healthy.

An agent for Haig & Haig, who trades extensively in the West End of London informs us that not many weeks pass without orders coming from Harley Street doctors for our whisky.

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When "control" is banished in the Home Market the price of Haig & Haig Whisky will be higher than other Whiskies. In all uncontrolled markets the higher price is now being paid. That is one of the reasons why Haig & Haig is a scarce commodity in the Home Market.



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BOLD BAD DAYS OF LONG AGO NOT SO PRETTY AS THEY ARE PAINTED.

[BY A FRENCHWOMAN.]

"The small sweet courtesies of life that made the life of our forefathers so full of grace and beauty, their persons so lovable, they have been fastidious of the charm of courtesy, one finds a studied neglect of it. Old age and women lack the reverence due to them."—Vicar of Highbury-on-Sea.

In such a lament most men on the wrong side of fifty and all maiden ladies fed on "The Fairchild Family" are expected to join.

Do I contend that our manners are good?

Manners can only flourish in an idle society for which time is not money, be practised by a small caste, and the more closed the caste the more refined its manners. Italian society of the fifteenth century, French and English in the seventeenth, and the Chinese and Japanese of today bear me out. But European society is open to every one who has genius or money; it is all the time altering in its composition. The war has introduced new elements; the modern girl, the discharged soldier, the profiteer, all of them intoxicated by their new-won freedom or money. For the moment they do not appreciate manners, and they show it clearly. But it is only the work of a generation to bring them tamed to the fold. And it is indubitable that if the tone of society is lower, the tone of the nation has improved.

MANNERS AND MORALS.

Are our lives less beautiful than those of our ancestors? Looking back, I see beautiful churches and palaces, artisans making implements of everyday life things of beauty, but I see also bloodshed, torture, famine, pestilence, and filth; luxury, fear, and misery for the people. In Paris as late as the year 1830, 450,000 people received food tickets, and out of every twenty-four deaths nine took place in hospitals. Was that beauty? I should like to take the vicar through the London of Charles Lamb, when the galleys bore openly their shackled burdens, heads were on Temple Bar, Londoners lived in dark, filthy alleys, and the Fleet and the Marshalsea were filled with starving prisoners. The poor, bowed low over the hands of fair ladies; they declared their love on beaded knees; drunkenness and gross indulgence were unashamed in those days of bear-baiting and cock fighting. A dark setting for a few gems. No wonder that their brilliance dazzled us on such a background.

Can manners alone make people lovable? They can be entirely dissociated from morals; the most corrupt, heartless man might yet be a model of good manners. Witness Louis XIV., or George IV., that drunken, bigamous husband, bad son and father, yet nicknamed the "First Gentleman of Europe."

UNDERSTANDING—AT LAST.

Reverence for women is disappearing, says the vicar. Has it ever existed as a general feeling among men? For on Beatrice, exalted, how many beaten drudges! For one knight, how many tyrants? Whenever a great man has behaved generously towards a woman history has recorded it as a wonder and legend fastened upon it. If the knights had been the rule and not the exception, if all Kings like Louis XIV. raised their hats to all women, even to chambermaids, it would not be worth while mentioning or writing gushing novelties about. Man thinks a Madonna beautiful in her proper place—a niche; but whenever he has to live with a woman of that type he deserts her, because to kneel is unnatural and tiring.

He at last begins to understand the modern girl, who has interests, cares, and pleasures akin to his own. He does not pander to her in a niche.

He does not call her for a brief moment, "star of my soul, angel, divinity," in order to acquire the right to bully her to the end of their lives; but the "old girl" with which he greets her contains as much warmth and romance as she wishes for. What are words but symbols? And she is quite satisfied. To pity her is a waste of precious feelings.—Daily Express.

THRICE MARRIED TO ONE WIFE. SWISS COUPLE CREATE A RECORD IN COURTSHIP.

A wealthy and eccentric Swiss engineer named Balach, of Winterthur, has created a matrimonial record by marrying the same wife three times and divorcing her twice within five years. Divorce is quick and inexpensive in Switzerland when a couple agree to it—even quicker than in America.

The latest re-marriage took place at Basle, where the wife returned to her parents after the divorce, which she did not oppose, declaring that her husband would always return to her.

During the periods of the two divorces Balach sent his wife money and love letters, which the wife regularly returned, neither accepting the money nor opening the letters. The husband is thirty-five years of age, and his wife twenty-four. They are now spending their third honeymoon on the Italian Lakes. There are no children.

The parents of the couple regard the marriages and divorces as a comedy, not a tragedy, and hope that eventually the couple will come to a real understanding, since they are both in love.—Express.

WIVES ON STRIKE.

The Bolshevik *Rabotchnaya Rossia* reports that all wives of Soviet officials in the city of Tver, north-west of Moscow, have struck, repudiating their marital obligations and their domestic duties, as a protest against the death of 80 "nationalized" children in an educational institution.

The local "Red" army commandant has stationed soldiers in the official houses to compel the wives to return to duty.—Reckange Telegraph Company.

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Valentino

"The Vestal of the Fire-God"

"Oriental Ballet"—"The Torch-Dance"—Beautiful Costumes, nice Singing.

Saturday, June 11th,

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Management: **DAHOFF & SHTERN**.

Note.—The remainder of the repertoire will follow.

Tickets Booked for the 1st, 2nd, 3rd, 4th, 5th, & 7th of June will be available for performances on the 8th, 10th, 11th, 13th, 14th, & 15th of June, respectively.

[988]

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Take a tin of preserved pineapple, cut the fruit up very small, and sprinkle with sugar. Mix contents of 1½ oz. tin of NESTLE'S Pure Rich Cream with a quarter of a pint of milk. Then strain into it a teaspoonful of the pineapple juice in which is dissolved half an ounce of gelatine and two ounces of sugar; lastly, add the pineapple. Place the cream in a wet mould and leave until set. Turn out and serve.



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[106]

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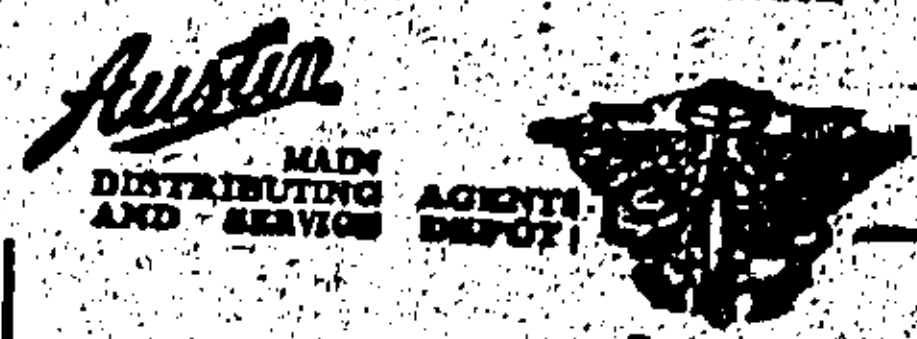
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[984]

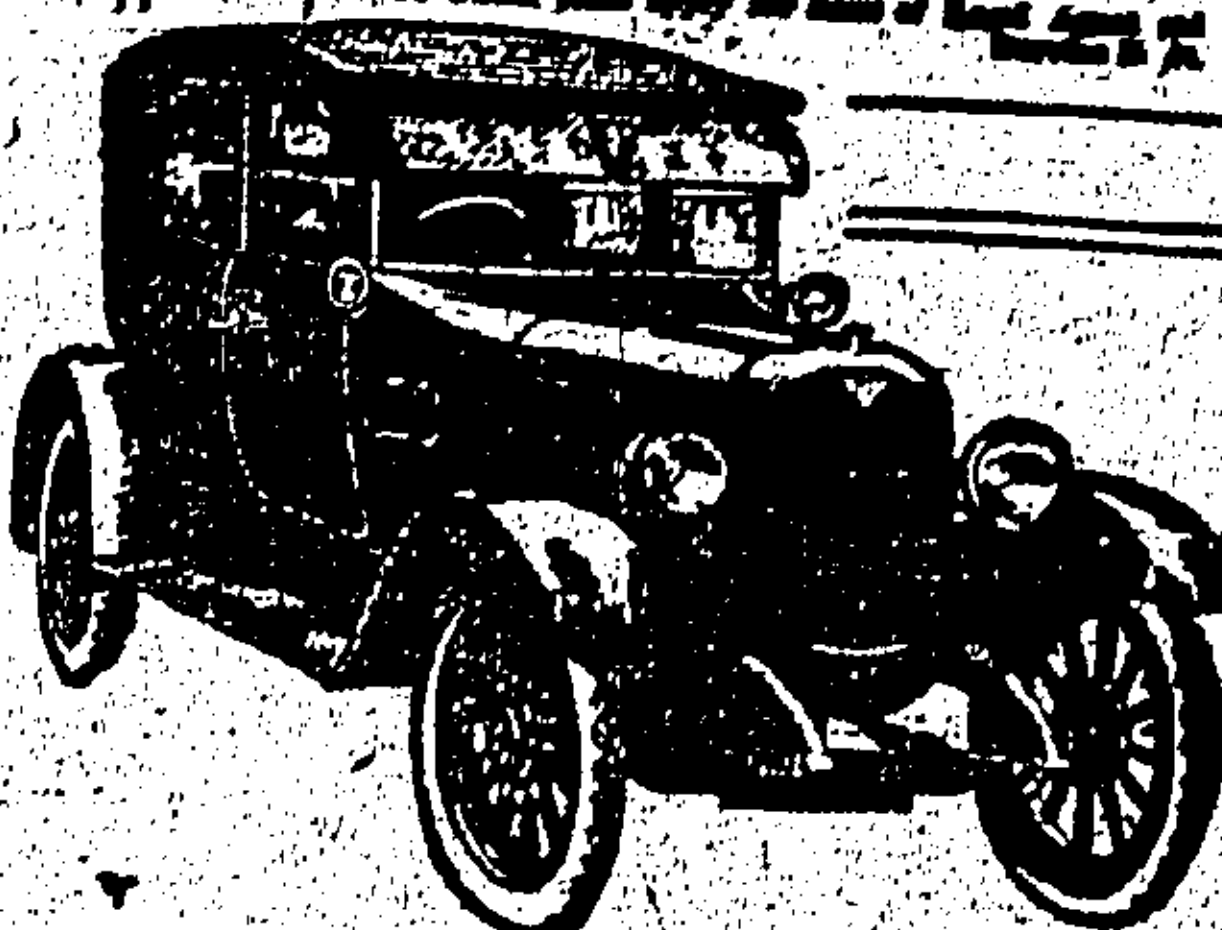
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KASHIMA MARU (calling Manila) ... Tuesday, 15th July, at 11 a.m.
SUWA MARU ... Friday, 23rd July, at 11 a.m.

FUSHIMI MARU ... Tuesday, 23rd Aug., at 11 a.m.

**LONDON & ANTWERP via Singapore, Penang, Colombo, Suez,
Port Said and Marseilles.**ATSUTA MARU ... Friday, 10th June, at 11 a.m.
SHIDZUKA MARU ... Friday, 24th June, at 11 a.m.
KAGA MARU ... Friday, 8th July, at 11 a.m.

YOKOHAMA MARU ... Friday, 22nd July, at 11 a.m.

HAMBURG, MARSEILLES, LONDON & ROTTERDAM.**LIVERPOOL & MARSEILLES via Suez.**
First half of July.

TSUYAMA MARU ...

**MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.**TANGO MARU ... Tuesday, 31st June, at 11 a.m.
NIKKO MARU ... Tuesday, 14th July, at 11 a.m.
AKI MARU ... Tuesday, 14th Aug., at 11 a.m.**NEW YORK via PANAMA.**
Beginning of July.

TORA MARU ...

TAKETOMO MARU ...

SOUTH AMERICAN PORTS via CAPS.
Sunday, 18th June.

AWA MARU ...

BOMBAY & COLOMBO via Singapore.
Saturday, 11th June.

TATSUNO MARU ... Tuesday, 28th June.

CALCUTTA MARU ...

CALCUTTA & RANGOON via Singapore & Penang.
Wednesday, 2nd June.

PENANG MARU ...

JAPAN PORTS—Nagasaki, Kobe & Yokohama.
Friday, 17th June, at 11 a.m.

NIKKO MARU ...

SHANGHAI, KOBE & YOKOHAMA.
Monday, 12th June, at 11 a.m.

YOKOHAMA MARU ... Wednesday, 15th June.

RANGOON MARU ... Friday, 24th June, at 11 a.m.

KLEISHI ... Thursday, 7th July, at 11 a.m.

MISHIMA MARU ...

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Agent,
Top Floor, King's Building,
Tel. No. 140.**SPIRIT OF INDIA.**LORD CHELMSFORD'S PRAISE.
GREAT SUCCESS OF NEW SYSTEM.

Within two days of his return to London Lord Chelmsford made an important speech on the Indian situation at the rooms of the Royal Society of Arts. The occasion was the second annual Sir George Birdwood Memorial lecture, delivered by Lieut.-Colonel Sir Edward Grigg, formerly of The Times staff, who was secretary to the Prince of Wales on his last Dominion tour. Lord Lytton was in the chair. The subject of the lecture was "The Common Service of the British and Indian Peoples to the World."

Lord Chelmsford began by saying that the name of Birdwood was not yet dead in India; there was now in command of the Northern Army Sir George Birdwood's nephew, General Sir William Birdwood, who only a few days ago was his guest at Delhi. Asked how he found things in India after more than five years' absence, Sir William Birdwood said:—"I was told that I should not recognize India as the same place. It was my practice before the war to take solitary rides in multi about the countryside; to stop in the villages and talk in a leisurely fashion with the cultivators, and listen to their tales. I was told that this would be possible no longer—that I should be met with dour looks and with discourtesy. But since going to Rawal Pindi I have carried on exactly the same practice, and have met with the same delightful courtesy and good reception that I always had in the past." (Cheers.) Lord Chelmsford said he thought the testimony was a very valuable antidote to some of the stories about India current in Great Britain.

He had just come from the completion of the first session of the new bicameral Indian Legislature. The work of the provincial Legislatures had been a wonderful experience. Their sense of balance and responsibility had been a great encouragement to those who have believed they would be worthy of the trust imposed on them. He particularly commended the constructive spirit in which the Indian Legislature had dealt with the taxation proposals of the Government for meeting a deficit of Rs. 18 crores, representing as many million sterling at the 2s. rate. They could look forward with great confidence to the sense of balance and responsibility with which our Indian colleagues were going to tackle the question of government in the future. (Cheers.) The Indian Civil Service was perhaps the finest in the world; and when called on to redress their work to the changed conditions of Council debate, they had risen to the occasion in a most wonderful way. Time and again Indians had gone to him and said:—"We always thought Sir So and So, or Mr. So and So, were very hard, unsympathetic men; we find in the Council that they are very sympathetic and ready to see our point of view." The fact was that the new Councils were having a most educative effect on both sides; and he was confident this great adventure was going to be a wonderful success.

BRITON AND INDIAN.

Sir Edward Grigg, in his lecture, said that Indian development had been the joint work of Briton and Indian. There lived and moved a spirit in India to-day which was Indian through and through, for race consciousness was of its essence and self-reliance its dearest aim. But that spirit could not have come into being without the mental and moral assimilation of British ideals, sown by British rule. Indian nationalism had a British no less than an Indian parentage. The Indian people shared the responsibility of rule, and we might now justly look to the governing classes in India to support us in arresting secession.

THE SPEAKER'S FAREWELL.HIS RESPECT FOR THE HOUSE
OF COMMONS.Acknowledging the expression of thanks accorded to him, *namque contridicente*, by the House of Commons on his retirement from the Chair after more than thirty years' service, The Speaker (the Rt. Hon. J. W. Lubbock), after mentioning that for 800 years his family had been represented in the House, proceeded:—"From my earliest youth, long before I entered this House, I had a deep respect and regard for this great Assembly. That respect and regard has been intensified as the years rolled by, and has ripened into affection. I have never ceased to be impressed by the knowledge displayed by hon. members in all quarters, by their power of expression, by the assiduity and zeal which they have brought to the discharge of their duties, and, above all, by the high sense of justice which invariably actuates them. As has been observed already, twice since I entered this Assembly I have witnessed a very large extension of the suffrage and redistribution. But notwithstanding that, and I think possibly even by reason of that, in my judgment the House has increased in usefulness and in authority. No man will claim that this House is a perfect human institution, but I will say that in my judgment it is of all the institutions of a similar character which are known to the political observer, the most admirably fashioned for expressing the will of a high-spirited and a free people, and for promoting the welfare of all classes of the community. These are the gentlemen which I have long held, and which I hold more deeply than ever, and which I shall never cease to hold as long as breath is in my body."

The House passed a resolution praying H.M. The King to confer "some signal mark of his 'royal favour'" on the right hon. gentleman for his eminent services.

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[25-11]

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[10-11]

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[11-10]

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[11-10]

**MARTIN'S
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[11-10]

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MANILA ... "WINGSAN" ... Fri., 10th June, 2 p.m.
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STRAITS & CALCUTTA ... "KWAISANG" ... Sat., 11th June, 11 a.m.
SHANGHAI ... "CHOYANG" ... Wed., 15th June, 11 a.m.
HAIPHONG via HOIHOW ... "LOKSANG" ... Wed., 15th June, 8 a.m.**CALCUTTA LINE.**—This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta via Swatow, Hongkong and Shanghai, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.**SHANGHAI LINE.**—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.**MANILA LINE.**—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailing from both ports every Friday. Cargo taken on through Bills of Lading for Keadah, Jesselton, Labuan, Tawau and Lahad Dato.**HAIPHONG LINE.**—Sailings approximately weekly, for passengers and cargo, calling at Hoihow when convenient.**BORNEO LINE.**—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers. Cargo taken on through Bills of Lading for Keadah, Jesselton, Labuan, Tawau and Lahad Dato.**TIENTSIN LINE.**—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Capfou.**BANGKOK LINE.**—A weekly service is provided between Hongkong and Bangkok, via Swatow, by four steamers fitted with up-to-date passenger accommodation.**CALCUTTA LINE.**s.s. "KWAISANG" will be despatched on or about
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SHIPPING NEWS

ARRIVALS.

June 7th.
Yechio Maru, Japanese str., 1,657 tons, Capt. S. Sumi, from Crapaud, with lime stone.—P. A. Lapique.

June 8th.
Chuan, British str., 1,335 tons, Capt. Lee Lewis, from Bangkok and Swatow, with a general cargo.—B. & S.
Haiching, British str., 1,267 tons, Capt. A. H. Stewart, from Swatow, with a general cargo.—D. L. & Co.
Hsiao Tung, Chinese str., 1,657 tons, Capt. Olsen, from Bombay and Singapore, with a general cargo.—Nemata.

Hydrangea, British str., 561 tons, Capt. Jenkins, from Swatow, with a general cargo.—Chin On S.S. Co.
Kojo Maru, Japanese str., 2,015 tons, Capt. S. Nomura, from Keelung, with a general cargo.—S. S. E.
Kiddermore, British str., 3,289 tons, Capt. E. H. Straker, from Bombay and Haiphong, with cotton and general cargo.—Mackinnon Mackenzie & Co.
Lam Samul, Chinese str., 1,601 tons, Capt. C. Solomando, from Bangkok, with a general cargo.—Kwang Ngon Seng.

Montague, British str., 950 tons, Capt. A. J. Hooker, from Vancouver, with a general cargo.—P. O. S. N. Co.
Mito Maru, Japanese str., 1,280 tons, Capt. S. Horii, from Wakamatsu, with coal.—M. K. K.
Bochoze, British str., 1,094 tons, Capt. D. R. Davies, from Canton, with a general cargo.—B. & S.
Sui Nany, British str., 1,778 tons, Capt. A. Fraser, from Saigon, with rice and general cargo.—We Fat Shing.
Sunghun Maru, Japanese str., 1,601 tons, Capt. G. Kawamura, from Shanghai and Swatow, with a general cargo.—N. Y. K.
Tai-shan, Chinese str., 1,216 tons, Capt. J. Halkett, from Shanghai, with a general cargo.—C. M. S. N. Co.
Tungshing, British str., 1,173 tons, Capt. McIntann, from Canton, with a general cargo.—J. M. & Co.

CLEARANCES.

June 8th.
Obishiping, for Canton.
Downmont, for Haiphong.
Bok Canton, for K. C. Wan.
Hoku Maru, for Takao.
Hosui Maru, for Shanghai.
Hsiao Tung, for Shanghai.
Kam Yung Fut, for Hoihow.
Kiddermore, for Moji.
Malay Maru, for Moji.
Shanghai Maru, for Canton.
Shanghai, for Shanghai.
Tai-shan, for Canton.
Tsui Maru, for Foochow.
Tungshing, for Swatow.
Tue Yung Wa, for Hoihow.

PASSENGERS.

ARRIVALS.

Per s.s. *Kojo Maru*, on June 5th:—
 Mr. S. Elphinstone.

SHIPPING MOVEMENTS.

The N.Y.K. s.s. *Rangoon Maru* (Calcutta line) left Singapore for this port on June 6th, and is expected here on June 14th.
 The P. & O. s.s. *Devania* arrived in London on June 6th.
 The T.K.K. s.s. *Taiyo Maru* arrived at Yokohama on the 7th inst., and sailed for Hongkong on the 12th inst.
 The T.K.K. s.s. *Tenyo Maru* will arrive at Manila on the 9th inst., sailing 10th inst., and arriving at Hongkong on the 12th inst.
 The T.K.K. s.s. *Nhinyo Maru* sailed from Honolulu on the 8th inst., being due at Yokohama on the 13th inst.

VESSELS EXPECTED.

Atsuta Maru (N.Y.K.), from Japan, due June 9th.
Cyclops (Blue Funnel), due July 10th.
Delta (P. & O.), due June 19th about 6 a.m.
Eastern (E. & A.), due here to-day at daylight.
Empress of Russia, due at Hongkong, on June 17th, p.m.
Hidaka (Blue Funnel), due June 20th.
Kennan (Blue Funnel), due July 27th.
Leion (Blue Funnel), due June 2nd.
Katori Maru (N.Y.K.), due June 11th.
Kokoi Maru (N.Y.K.), from London, due June 23rd.
Lycaon (Blue Funnel line), due June 19th.
Mentor (Blue Funnel line), due June 11th.
Nanking (China Mail), due June 11th.
Nikko Maru (N.Y.K.), from Sydney, due June 16th.
Nde (China Mail), due June 22nd.
Tambo Maru (N.Y.K.), due July 10th.
Rangoon Maru (N.Y.K.), from Calcutta, due June 13th.
Tatsumi Maru (N.Y.K.), from Japan, due June 10th.
Tesoro (Blue Funnel), due July 10th.
Yanguis (Blue Funnel), due June 11th.
Kokohama Maru (N.Y.K.), due June 13th.
Yangtze (Blue Funnel line), due June 10th.

WEATHER REPORT.

June 8th, at 12.15.—Pressure is highest over Japan and lowest over Indo-China. It has increased slightly from Amoy to Haiphong and over S.W. Japan.

Changes elsewhere are small since yesterday.
 Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.02 inch. Total since January 1st, 43.37 inches against an average of 27.39 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District Forecast
 Hongkong to Gw. Rock—S.E. winds, moderate; cloudy.
 Fuzhou Channel—Variable winds, moderate.

South coast of China between (The same as Hongkong and Lamook) No. 2.
 South coast of China between (The same as Hongkong and Hainan) No. 1.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, June 8th.

	Previous Day at 2 p.m.	On Date at 2 p.m.	On Date at 3 p.m.
Barometer	29.68	29.70	29.71
Temperature	85	80	80
Humidity	78	96	88
Wind Direction	SSE	East	East
Force	2	1	3
Weather	0	0	0
State	0.06	—	0.02

Highest open-air Temperature on 7th... 85
 Lowest open-air Temperature on 8th... 78

HONGKONG TIDE TABLE.

From June 8th to 16th, 1921.

Day of Week	Day of Month	High Water			Low Water		
		H'kong Standard Time	Height	H'kong Standard Time	Height	H'kong Standard Time	Height
Thurs.	9	10 16	4.4	4 24	12.8	8	0.2
Fri.	10	10 49	7.6	5 23	8.0	2	0.2
Sat.	11	11 14	4.3	6 59	8.0	0	0.5
Sun.	12	11 44	7.2	7 16	8.0	0	0.5
Mon.	13	12 20	4.5	8 15	8.1	0	0.5
Tues.	14	1 20	4.5	9 13	8.1	0	0.5
Wed.	15	2 38	5.3	10 12	8.1	1	0.9
	16	3 55	5.1	11 11	8.2	2	2.2
	17	5 10	4.9	12 11	8.2	2	2.2
	18	6 17	4.5	1 11	8.2	2	2.4

P. & O. S. N. CO.

STEAMERS FOR
 STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.

Through Bills of Lading issued for Batavia, Persian Gulf, Continental American, and South African Ports.

THE Steamship "DUNERA" Captain Walker, carrying His Majesty's Mail, will be despatched from this Port on or about SATURDAY, the 18th, JUNE, 1921, taking Passengers and Cargo for the above Ports. Silk and Valuable and Tea for Italy, France and London (under arrangements) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London. Parcels will be received at this Office until 3 p.m., the day before sailing. The contents and value of all packages are required. For further particulars apply to:—

MACKINNON, MACKENZIE & CO., Agents.

Hongkong, June 8th, 1921. [1023]

ON SALE
 HONGKONG HANSARD REPORTS
 of the MEETING of the LEGISLATIVE COUNCIL for the Session 1920.
 Revised by the Members.
 PRICE \$1.
 DAILY PRESS OFFICE.

WATERHOUSE LINE.

REGULAR TRANS-PACIFIC FREIGHT SERVICE

Operating U.S. Shipping Board Steamers

Between

SEATTLE-TACOMA-VICTORIA-VANCOUVER and China, Japan and Philippine Island Ports.

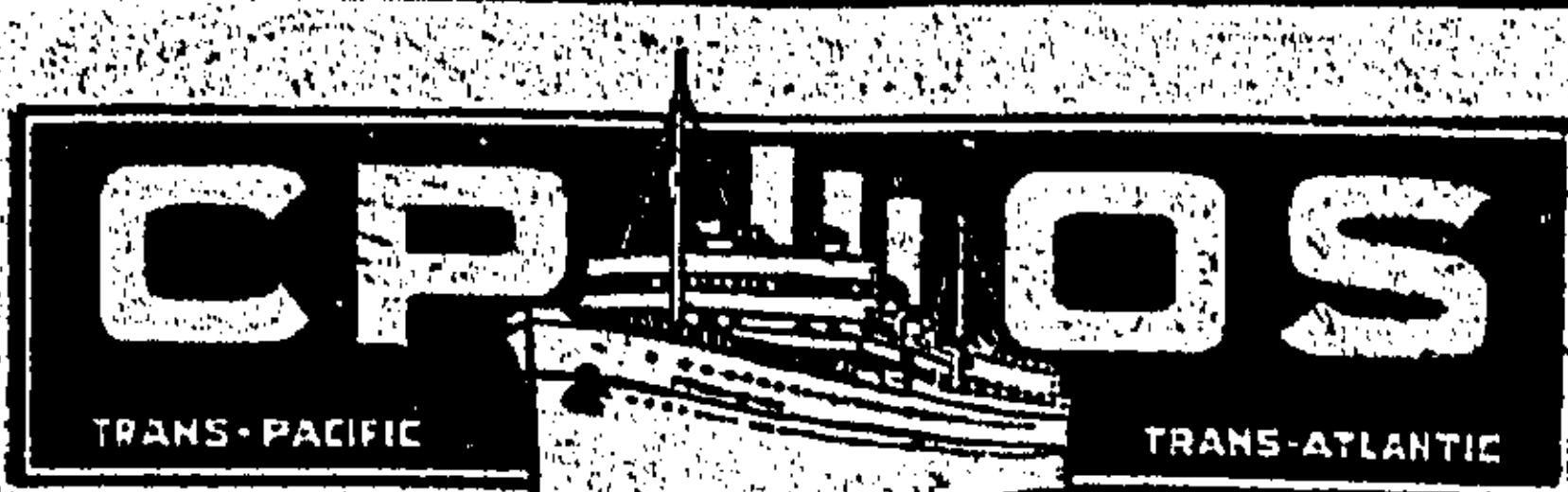
"WEST IVAN" 25th June.

Further sailings to be announced later. Through Bills of Lading issued to all Overseas Common points in U.S. and Canada.

For rates and full particulars apply to:—

FRANK WATERHOUSE & COMPANY,

4th Floor, Prince's Buildings Telephone 1042



HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, (*Moji, Kobe, Yokohama, Vancouver & Montreal.

Steamer	From Hongkong	Due Vancouver	Atlantic Steamer	From Canada	Due Liverpool
Monteagle	June 14	July 8	Metagama	July 15	July 24
E. Russia	June 23	July 11	E. France	July 19	July 26
E. Japan	July 13	Aug. 3	E. France	Aug. 13	Aug. 19
E. Asia	July 21	Aug. 8	E. France	Aug. 19	Aug. 19
E. Russia	Aug. 18	Sept. 5	E. Britain	Sept. 10	Sept. 16
Monteagle	Aug. 23	Sept. 16	Metita	Sept. 23	Oct. 1
E. Asia	Sept. 15	Oct. 8	E. France	Oct. 18	Oct. 25
E. Japan	Sept. 20	Oct. 11	E. France	Oct. 18	Oct. 25

Other Atlantic Sailings every few days to Liverpool, London, Southampton, Glasgow, Antwerp & Harve.
 Allotment of accommodation on these steamers is held in Hongkong. Through reservations made and tickets issued here. Early reservation necessary.

Three Transcontinental Trains Daily.
 Standard Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

CANADIAN PACIFIC OCEAN SERVICES, LTD.
 Hongkong Office Telephone 752. Cable Address GACANFAC.

PACIFIC MAIL S.S. CO.

TRANS-PACIFIC SERVICE.

Freight and Passenger

For SAN FRANCISCO via SHANGHAI, KOBE, YOKOHAMA and HONOLULU; and for BALTIMORE via LOS ANGELES, MANZANILLO, SAN JOSE, LA LIBERTAD, CORINTO, BALBOA, CRISTOBAL, KINGSTON & HAVANA. AMERICAN STEAMERS.

"COLOMBIA" sailing at Noon, June 11th, 1921.
 "ECUADOR" sailing Aug. 10th, 1921.

PACIFIC MAIL S.S. CO.
 Hotel Mansions, Hongkong.
 Cable Address "SOLANO" [929]

PACIFIC MAIL S.S. CO.

MANAGING AGENTS, U.S. SHIPPING BOARD.

TRANS-PACIFIC SERVICE

Freight and Passenger

For SAN FRANCISCO via SHANGHAI, JAPAN PORTS and HONOLULU. AMERICAN STEAMERS.

"GOLDEN STATE" From Hongkong, July 6th. Due San Francisco, July 28th.

SHANGHAI-CALCUTTA SERVICE

Freight Only

For SHANGHAI

"LAKE GILPEN" Sailing daylight Monday, 13th June.

MANILA-EAST-INDIA SERVICE

Freight and Passenger

SAN FRANCISCO, HONOLULU, MANILA, SAIGON, SINGAPORE, CALCUTTA & COLOMBO.

Monthly Sailings.

ROUND THE WORLD SERVICE

Freight Only, Monthly Sailing

San Francisco to Yokohama, Kobe, Dairen, Tientsin, Shanghai, Manila, Saigwa, Singapore, Calcutta, Colombo, Bombay, Alexandria, Biseria, Manilla, Barcelona, the S. Baltmore, Norfolk, Cristobal, Los Angeles and San Francisco.

For full information regarding rates, space, etc., apply to:—
 PACIFIC MAIL S.S. CO.
 Telephone 141. Cable Address "SOLANO". Hotel Mansions, Hongkong.



HONGKONG to SAN FRANCISCO
 via Shanghai, Japan Ports and Honolulu
 s.s. "NANKING" s.s. "NIE" s.s. "CHINA"
 June 25th July 15th Aug. 9th

HONGKONG to MANILA
 s.s. "NANKING" June 13th

HONGKONG to SINGAPORE
 s.s. "NIE" June 25th
 s.s. "CHINA" July 22nd

FAST FREIGHT SERVICE
 Through Bills of Lading issued to all points in United States & Canada also
 Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

C. T. SUBRIDGE, FREIGHT & PASSENGER AGENT,
 Prince's Building, 100 HONG KONG STREET.
 Telephone, PASSENGER DEPT. TEL. FREIGHT DEPT. & AGENT,
 No. 1934. No. 2161.

T. K. K. TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU

"THE PATHWAY OF THE SUN"

STEAMERS	TONS	LEAVE HONGKONG
SIBERIA MARU	23,000	June 12th
TENYO MARU	23,000	June 21st
KOREA MARU	23,000	July 1st
SEINYO MARU	23,000	July 10th
PERIA MARU	23,000	July 20th, at 10.30 a.m.
TAIYO MARU	23,000	Aug. 12th

* Omitting call at Shanghai.
 * Calling at Dairen instead of Nagasaki.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SANTA CRUZ, BALBOA, CALLAO, MOLLEDO, ARICA & IQUIQUE

THROUGH BY TRANS-ANDRAN ROUTE TO BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG
BAKUO MARU	17,500	June 10th
CHOYO MARU	17,500	July 19th

* Cargo only

For full information regarding passengers freight and sailings, apply to:—

Y. TSUTSUMI, MANAGER.

King's Building. Tel. Nos. 2374 & 2275.

Agents at Canton: Messrs. T. E. GRIFFITH, LTD.

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STRUTHERS & DIXON, Inc

GREEN STAR LINE.

Operating Far Eastern services for account of the UNITED STATES SHIPPING BOARD.

To LOS ANGELES & SAN FRANCISCO (via HONOLULU)

"West Carmona" 17th June.

To VANCOUVER & SEATTLE (via MANILA)

"West Ivis" 25th June

Also cargo accepted for Transshipment at San Francisco and/or Seattle to weekly sailings for NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE, PHILADELPHIA, NEW YORK, BOSTON.

Through Bills of Lading issued to all U.S. & Canadian Overseas Common Points. HONGKONG OFFICE:—1st floor, Powell's Building, 19, Des Voeux Rd., Tel. 3006. [451]

KONINKLYKE PAKETVAART

MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE STRAMSHIP

"VAN CLOON"

will be despatched to

SINGAPORE & BELAWAN-DELI, Direct.

This vessel offers excellent cabin accommodation for saloon passengers.

Single and double cabins.

Wireless Telegraphy.

For Freight and passage apply to:—

JAVA-CHINA-JAPAN-LYN.

Telephone No. 1574. Agents. 78

NANYO YUSEN KAISHA

(The South Sea Mail S.S. Co., Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE

BETWEEN

JAPAN, HONGKONG & JAVA.

FOR JAVA.

Ports of call:—Batavia, Samarang, Soerabaya, Macassar and Balikpapan.

FOR JAPAN.

Ports of call:—Moji, Kobe, Osaka and Yokohama.

S.S. "MACASSAR MARU" sailing on or about 26th June.

For further particulars please apply to:—

K. SUZUKI, Manager,

No. 5, Queen's Road Central.

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PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers



For BOSTON and

NEW YORK



For Freight and full particulars apply to:—

FURNESS (FAR EAST) LIMITED

Telephone 3165. St. George's Building. Telegram "Furness"

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

"OCEAN MONARCH" ... via Suez ... 5th July.
Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH & CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO

For particulars apply to—

THE BANK LINE, LTD.
Managing Agents."ELLERMAN" LINE.
(ELLERMAN & BUCKNALL S.S. CO. LTD.)

JAPAN, CHINA & STRAITS

UNITED KINGDOM & CONTINENT.

LONDON GLASGOW, ROTTERDAM & HAMBURG
"CITY OF BRISBANE" ... 10th July.

Subject to change without notice.

For particulars of sailings, shippers are requested to apply to the undersigned.
THE BANK LINE, LTD.
or to REISS & CO., CANTON
General Agents.

NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO. LTD.)

Sailings from Hongkong:

"CITY OF MADRAS" ... via Suez Canal ... 12th June
"CITY OF DECCAN" ... via Suez Canal ... 7th July
"CITY OF NORWICH" ... via Suez Canal ... 12th July
... Call at Canton

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For freight and particulars apply to—
BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. REISS & CO., CANTON.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

To	Steamer	On	To	Ball
SHANGHAI	"SOOCHOW"	On 8th June	Noon	
SWATOW & SINGAPORE	"HUPEH"	On 10th June	10 A.M.	
SHANGHAI & TIENTSIN	"CHENAN"	On 11th June	4 P.M.	
WHAIKAI, CANTON & TIENTSIN	"KUEICHOW"	On 11th June	4 P.M.	
AMOI, MANILA, CEBU & ILOILO	"TAMING"	On 13th June	4 P.M.	
SWATOW & BANGKOK	"CHENAN"	On 14th June	10 A.M.	
SHANGHAI & KUEICHOW	"CHENAN"	On 14th June	Noon	
SHANGHAI & TIENTSIN	"HUPEH"	On 16th June	Noon	
SHANGHAI & TIENTSIN	"YUECHOW"	On 18th June	4 P.M.	
NEWCHANG & TIENTSIN	"FOATING"	On 18th June	4 P.M.	
HOIHOW, KAKHOL & H'ONG	"KAIPOH"	On 19th June	9 A.M.	

SHANGHAI LINE—PASSENGER, MAILS and CARGO.
Excellent Saloon accommodation. Ample Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High-Class Coast Steamers having good accommodation for First-Class Passengers Electric Light and Fans in state-rooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOI & FOOCHOW

AND RETURN

(Occupying 9 to 10 Days).

"HAICHING" ... Capt. A. H. Stewart ... FRIDAY, June 10th, at 12 Noon.
"HAILONG" ... Capt. W. Cooper ... TUESDAY, June 14th, at 12 Noon.
"HAICHUNG" ... Capt. W. C. Pasmore ... FRIDAY, June 17th, at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Blakes Pier).

For Freight and Passage, apply to—

DOUGLAS LARRAIN & CO.
General Managers.P. & O. - British India
Apar and
Eastern & Australian
Lines

(COMPANIES incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES,
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
EGYPT, EUROPE, Etc.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"PLASSY"	7,846	14th June	Marseilles, London & Antwerp
"DUNDEE"	4,600	18th June	Swamp, Colombo & Bombay
"DELTA"	8,000	25th June	Marseilles, London & Antwerp
"SYRIA"	7,000	23rd July	do
"KALYAN"	8,000	6th Aug.	do
"KASHMIR"	8,000	19th Aug.	do
"KHYBER"	8,000	22nd Sept.	do

BRITISH INDIA - APCAR SAILINGS (South)

"TANDA" ... 9,856 ... 16th June ... Calcutta via S'pore, F'ring & R'gon

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"EASTERN"	4,500	25th June	Sandakan, Thursday Island
"KANOWNA"	7,000	25th July	Townsville, Brisbane, Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

S.S.	Tons	From Hongkong (about)	Destination
"EASTERN"	4,500	9th June	Japan only
"DELTA"	8,000	11th June 10 A.M.	Shanghai only
"SYRIA"	7,000	25th June	Shanghai & Japan
"KALYAN"	8,000	5th July	Shanghai & Japan

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.
1st Saloon Passengers may travel by P. & O. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the portion of their P. & O. Tickets Singapore to Calcutta.
All Cabins are fitted with Electric Fans free of charge.
Steamers and sailing dates are liable to be cancelled or altered without notice.
Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. Gossard & Dorell, at 10 A.M. on MONDAY and THURSDAY. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godown.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO., Agents.
22, Des Voeux Road Central, HONGKONG.

O. S. K.
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

BUENOS AIRES-RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN & CAPE TOWN via SINGAPORE, PASSENGER SERVICE.

"CANADA MARU" ... Friday, 14th June

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

"KASADO MARU" ... Wednesday, 23rd June

DELI & BANGKOK via SAIGON & SINGAPORE—Regular monthly service.

"SHISEN MARU" ... Friday, 1st July

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Dairen—Regular fortnightly passenger service (making at intermediate ports in Japan taking cargo to OVERLAND PORTS, U.S.) in connection with Chicago Milwaukee and St. Paul Railway.

"ALBANY MARU" ... Thursday, 16th June

"ARIZONA MARU" ... Wednesday, 23rd July

NEW YORK via PANAMA—Regular monthly service, via Japan Ports, San Francisco, Panama and Colon Ports.

HAGUE MARU ... Thursday, 23rd June

NEW ORLEANS LINE via SUEZ.

JAPAN PORTS—Mojil & Kobe

KEELUNG via SWATOW & AMOI—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.R.K. wharf near the Harbour Office.

"AMARUSA MARU" ... Sunday, 12th June

TAKAO via SWATOW & AMOI ... Thursday, 16th June

BOBEU MARU ... For sailing dates and further particulars please apply to— Y. KASADA, Manager, No. 1 Queen's Building.

Tel. Nos. 744 & 745

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer ... Arr. Hongkong from Australia ... Lv. Hongkong for Australia

"TAIWAN" ... 10th June, A.M. ... 16th June

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A fully qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmannian Ports.

For freight and passage apply to— BUTTERFIELD & SWIRE, Agents.

PASSENGER AND FREIGHT SERVICE
For VICTORIA, VANCOUVER, SEATTLE

(Calling Shanghai & Japan Ports)

From Hongkong ... Arrive Seattle
S.S. "ELDRIDGE" ... June 25th
S.S. "WENATCHER" ... July 23rd
S.S. "KESTONE STATE" ... Aug. 3rd ... Sept. 15th

FOR PORTLAND DIRECT

(Calling at Shanghai, Kobe & Yokohama)

S.S. "PAULET" ... June 15th
S.S. "COAXET" ... July 22nd

Through Bill of Lading issued to Overland Ocean points.

Passenger and Freight Particulars.

THE ADMIRAL LINE

Telephones 2477 & 2478.

5th Floor, Hotel Mansions, [71]



REGULAR SERVICE

TO

SAIGON-SINGAPORE-BATAVIA

and other JAVA PORTS

PASSENGERS & FREIGHT

FOR SINGAPORE DIRECT

S.S. "OLYMONT" ... Sailing June 20th
S.S. "CADARETTA" ... Sailing July 5th

FREIGHT ONLY.

FOR SAIGON-SINGAPORE-JAVA PORTS.

S.S. "LAKE FARRAR" ... Sailing June 20th
S.S. "LAKE ONAWA" ... Sailing Aug. 3rd

OPERATED FOR ACCOUNT OF U.S.S. BOARD.

OFFICES

5th Floor, Hotel Mansions, Telephone 2477 & 2478.

Passenger Office, Queen's Building, 5, Ice House St.

SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama.

S.S. "WYNAR" ... via NEW YORK ... June 11th

For freight space and particulars apply to—

BARBER STEAMSHIP
LINES, INC..

THE ADMIRAL LINE

Telephone

2477 & 2478

AGENTS

5th Floor

Hotel Mansions

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DEPARTURE	SAILING DATE
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SHANGHAI KOBE & YOKOHAMA	"FORTHOUS"	20,000 — On or about 16th July
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MARSEILLES via SAIGON, SINGAPORE, COLOMBO, DIBOUL, SUEZ, PORT SAID	"PAUL LECAT"	20,000 — 1st part of June
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ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY

For full particulars regarding sailings, etc., apply to—

E. BODENEUSER, Acting Agent, Queen's Building

Telephone 740

CHINA-AUSTRALIA MAIL S.S. LINE

For AUSTRALIAN PORTS via MANILA & SANDAKAN

"VICTORIA" June 24th

For Freight and Passage, apply to—

HONGKONG & AUSTRALIA S.S. CO., LTD.

Tel. 337

118, Queen's Road, Central

